JUNE 6, 1942

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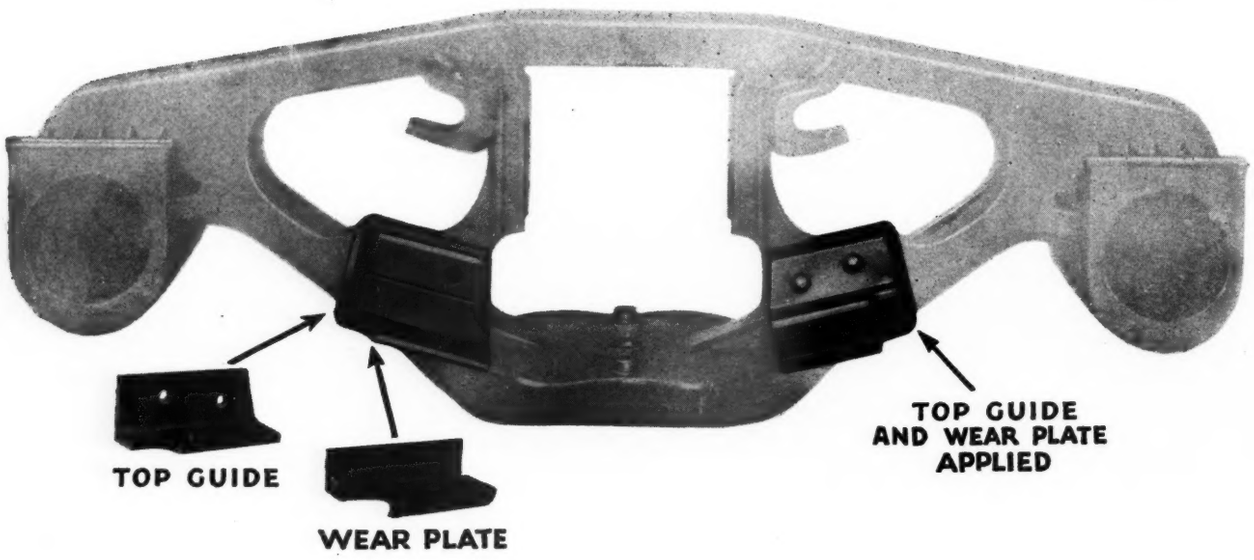

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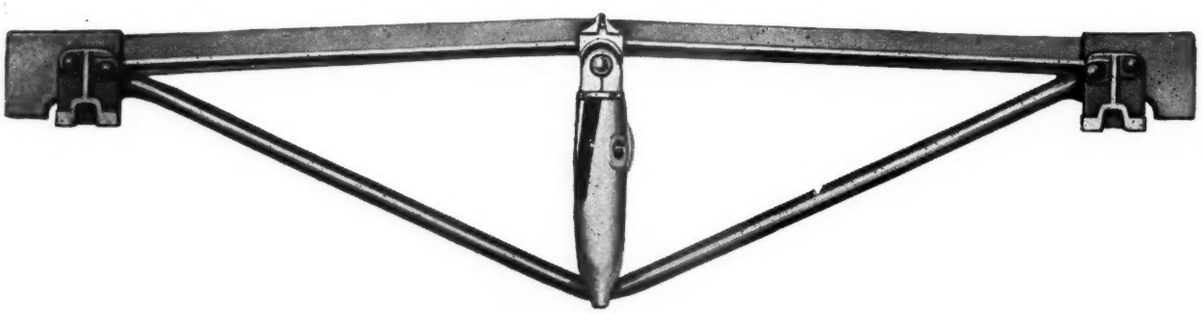

UNIT TRUCK CORPORATION

140 CEDAR STREET NEW YORK, N. Y.

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 112, No. 23.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette and the Railway Age-Gazette. Name registered U. S. Patent Office.

Vol. 112 June 6, 1942 No. 23

Published every Saturday by the Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa., with editorial and executive offices: 30 Church Street, New York, N. Y., and 105 West Adams Street, Chicago, Ill.

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The Railway Age is a member of the Associated Business Papers (A. B. P.) and of the Audit Bureau of Circulations (A. B. C.)

Subscriptions, including 52 regular weekly issues, and special daily editions published from time to time in New York, or in places other than New York, payable in advance and postage free. United States, U. S. possessions and Canada: 1 year, $6.00; 2 years, $10.00; foreign countries, not including daily editions: 1 year, $8.00; 2 years, $14.00.

Single copies, 25 cents each.

H. E. McCandless, Circulation Manager, 30 Church St., New York, N. Y.

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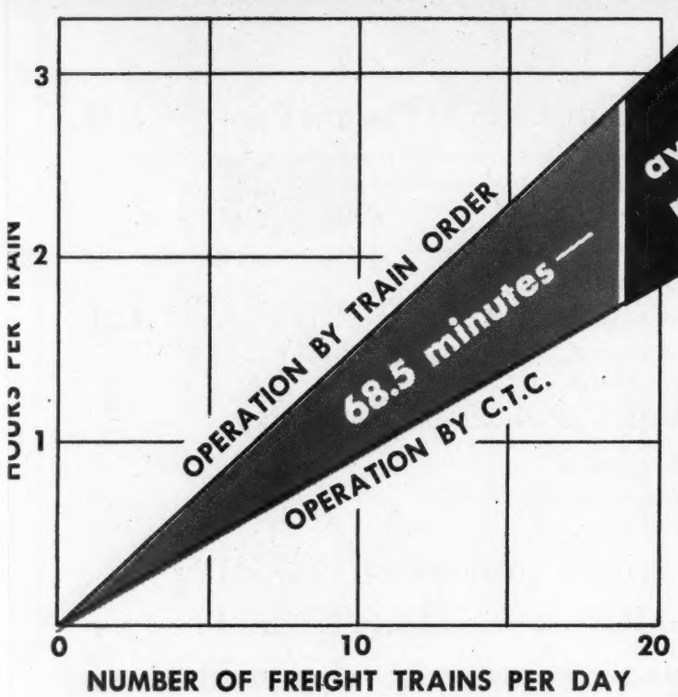
The Railway Age is indexed by the Industrial Arts Index and also by the Engineering Index Service

PRINTED IN U. S. A.



Average number trains per day	46
Average number freight trains per day	18.7
Average freight train speed before installation of C.T.C.	12.8 m.p.h.
Average freight train speed after installation of C.T.C.	21.1 m.p.h.
Track miles	43.0
Average time per trip before C.T.C	2 hrs. 53.5 min.
Average time per trip after C.T.C	1 hr. 45 min.
Average time saved per trip	1 hr. 8.5 min.
Minutes saved per freight train mile	1.85
Freight train hours saved per day	21.35

Obtaining additional transportation service from existing equipment

CENTRALIZED Traffic Control plays an important part in making locomotives, freight cars and crews available for additional transportation service and it is a matter of vital importance now to obtain maximum use from existing equipment.

For instance, on one installation of 43 track-miles over which more than 46 trains a day operate, a study shows that for an average daily movement of 18.7 freights the time over the territory has been decreased from 2 hr. 53.5 min. to 1 hr. 45 min., a total of 21.35 freight train hours saved a day.

Centralized Traffic Control produced a saving of 68.5 minutes in the operation of each freight train. On one basis, this has been estimated as making available the equivalent of over 5 locomotives and 508 freight cars for additional transportation service. » » » » » » »

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The Week at a Glance

LOADINGS MAY DECEIVE: The enormous decline in l.c.l. carloadings (66,000 cars in the May 23 week) has made it unsafe any longer to compare the *total* current loadings figures with those of previous periods—to gage either the present volume of railroad performance or of national production. This sudden loss of comparability in the carloadings figures is likely to lead to serious errors on the part of statisticians, economists, and students of business and industrial trends—unless their attention is quickly directed to the significance of the change that has occurred. The leading editorial herein presents a brief analysis of the situation—and concludes that *current carloadings would be running at more than 900,000 a week,* except for the recent revision in l.c.l. handling.

●

"BARRIER" BALLYHOO WINS: While there may have been some insignificant isolated instances of state truck weight laws delaying shipments of war materials—a condition obviously needing correction, if it existed—it is perfectly evident that fictitious cases of such hindrance were dishonestly ballyhooed in a cold-blooded campaign to kill legitimate state taxation of out-of-state trucks, and to wreck reasonable state control of the weight and size of vehicles. This campaign has now succeeded. Shakespeare erred when he said "a rose by any other name would smell as sweet." *Call* it a stink-weed often enough and loudly enough, and before long there will be a public clamor to eradicate it.

●

REAL BARRIERS REMAIN: The highway protective statutes, and reasonable taxation of trucks, have vanished—because they were skilfully and inaccurately portrayed as arbitrary "tariffs," "Balkanizing" the country and balking the war effort. But the train limit and "full crew" laws—which plainly hinder efficient interstate transportation and require the employment of supernumerary men to no useful purpose—are allowed to remain. These are termed "labor laws" and are hence beyond reach. The power of a word, quite removed from any correspondence to the situation to which it is applied, is something worthy of continued notice and reflection—especially by those who are victimized by the device.

●

C. & O. 50-TON HOPPERS: 1,400 fifty-ton hopper cars, to increase the coal-carrying capacity of the Chesapeake & Ohio, are described and illustrated elsewhere in these pages.

●

MORE TON-MILES PER CAR: Car service, per diem and demurrage rules—how can they be changed to maximize car utilization? In the view of a committee of superintendents, reported herein, it isn't change in these rules that is needed so much as it is full knowledge of these rules by employees and their observance of them. The superintendents also, in their report, express specific constructive ideas on the matter of car repairs, car distribution methods, shipper co-operation, and car pooling—all looking toward squeezing more ton-miles out of the available equipment supply.

●

WELDING OLD COUPLERS: Indications are that many couplers now being scrapped might be returned to service if repaired by welding—thus stretching out the supplies of scarce materials. The A. A. R. mechanical division is conducting tests of welded couplers and cast steel coupler yokes and has suggested to member roads that, pending the outcome of these tests, they hold on to their failed couplers for possible reclamation.

●

HOW TO BLACKOUT: There are two sides to blackouts—one being to confuse the enemy and the other to interfere with the operation of necessary facilities as little as possible. Where the problem is acute, the railroads must, of course, co-operate fully with local officials in the adoption of necessary emergency expedients but—as an editorial discussion herein suggests—making haste with due consideration to the efficiency of ground operations is the better part of wisdom.

●

WANT NO WAGE CEILING: Nobody else is going to be allowed to gain economic advantage from the present war, but the labor leaders show no disposition to make a similar concession to the national cause. Along with the rest of the organizations, the railway unions have declared themselves opposed to wage "freezing." Already far ahead of their pre-emergency well-being—both in "real" wages and in volume of employment—the unions are not content, but insist on the privilege of agitating for still further advantages whenever they are so minded. It is a peculiar thing—that the wage policies of the railway unions in the U. S. should vary so widely from those supported by the same organizations north of the border. A case possibly of, when in Rome, doing as the Romans do.

●

"PROVIDENT" LOANS: Several roads having extended experience with "credit unions" have reported with considerable enthusiasm on the achievements of these employee-operated societies (as recorded in an article elsewhere in this issue). Large emergency expenses are a perennial problem, unsettling the employee's sense of security and lowering his morale. The credit union, it appears, deals with this situation effectively—meeting the employee's need while keeping him out of the clutches of the loan sharks. It also inculcates thrift, sharply reduces garnishments, and provides constructive activity for the leisure hours of employees inclined toward such endeavors. Favorable employee relations are among the many important factors helping the railroads to meet the war job successfully—and giving them strength for the difficulties which the war's aftermath may bring.

MATERIALS SPECIFICATIONS: In the interest of the war effort, the appropriate committees of the A. A. R. mechanical division have reviewed specifications for materials, to see where they might be properly relaxed—permitting substitutions without endangering the safety or efficiency of railroad service. In some cases, the latter consideration has required the reaffirmation, unchanged, of existing standards—but in others a considerable temporary modification is authorized, as is reported in the news pages herein.

●

PARLORS INTO COACHES: The North Western has converted 11 parlor and cafe-lounge cars into coaches—or approximately half of the railroad's ownership of such "luxury" rolling stock. Materials for the conversion have been derived mostly from salvage.

●

SELLING TRAVEL SOFTLY: The railroads are not going to quit advertising their passenger service—but they will use their advertisements to tell the public when and where they will find the least crowding, rather than to stimulate additional travel. Convention customers will not be solicited and special trains will not be operated to accommodate them or other aggregations not deemed essential to the war effort. The railroads adopted several other steps designed to ameliorate the growing pressure on passenger accommodations—the program being summarized in the news pages herein.

●

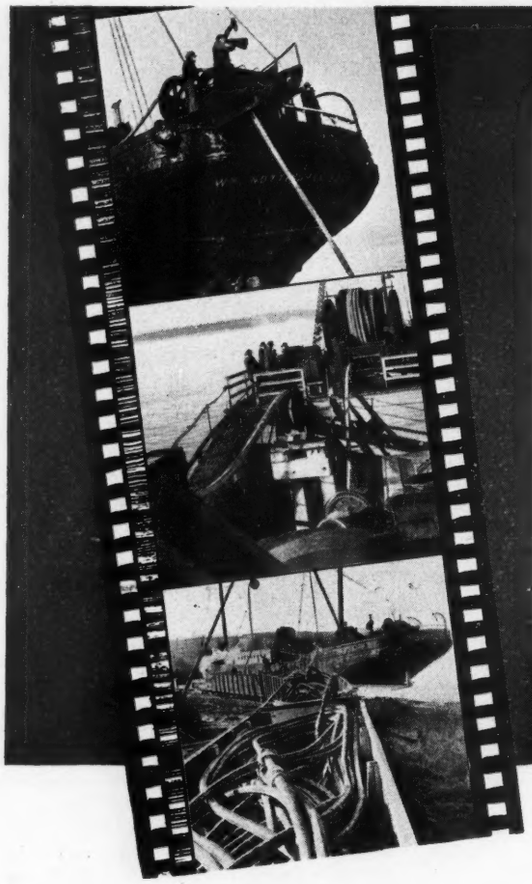
AUTO-LOADERS PUT AWAY: Cars fitted with auto-loading devices are now being used for general traffic, and occasionally these devices have not been fastened securely. Result: they fall on the lading, running the risk of damaging it. A. A. R. Vice-President Buford has issued a cautionary letter, requesting proper safeguards.

●

L. C. L. "HEADACHE" DUE: Heavier loading of l. c. l. cars is going to give the railroads a "first-class headache," because of the greater damage which will ensue when a larger tonnage of fragile freight is loaded per car. A. L. Green of the A. A. R. Freight Claim Division tells why the trend is definitely in this direction and the steps (bulkheads in cars, more careful switching, better draft gear maintenance, modern truck springing) which can be taken to counteract it, in a paper abstracted herein.

●

NOW, 700 M. BBL.: In the May 23 week petroleum products moving by rail to the Atlantic seaboard averaged almost 707,000 bbl. daily, according to Petroleum Co-ordinator Ickes, who once denounced the railroads as propagandists and worse when they said they could handle at least 200,000 bbl. a day. Mr. Ickes also reported that the volume of all-rail coal moving into New England is steadily increasing—the movement in the May 23 week being approximately 439,000 tons.



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RAILWAY AGE

How Increased Efficiency Provides Freight Cars

The figures on railroad carloadings are so widely used as an index, not only of volume of railroad freight traffic and service, but as an important component of indexes of general business conditions, that it is of first importance that those who make such use of these figures realize how greatly recent developments have distorted them.

More Miles and More Tons Per Car

One such distortion, already mentioned on several occasions in these columns (as, for example, in our issue of April 25, page 811) arises from the great increase in the average haul of freight. Carloadings in 1941 were 20 per cent *less* than in 1929, but revenue ton-miles were 7 per cent *more*. Carloadings further increased 10.4 per cent in the first two months of 1942 over 1941, while ton-miles increased 24 per cent. The

Increases in Carloadings, Including and Excluding L. c. l.

		Total loadings 1942	Per cent increase 1942 over 1940	Total loadings less l.c.l. 1942	Per cent increase 1942 over 1940
Jan.	3	676,534	14	553,421	18
	10	737,172	10	597,328	14
	17	811,196	25	664,508	32
	24	817,804	26	668,349	32
	31	815,567	24	663,781	30
Feb.	7	784,060	25	632,342	32
	14	782,699	29	631,184	36
	21	774,595	30	624,565	35
	28	781,419	24	637,877	31
Mar.	7	770,697	24	622,178	32
	14	799,356	29	652,535	38
	21	796,640	28	651,562	38
	28	804,746	28	661,196	37
Apr.	4	828,890	37	689,092	52
	11	814,233	32	681,866	45
	18	846,562	35	717,126	49
	25	861,353	34	737,773	49
May	2	858,904	29	746,168	45
	9	839,253	23	740,810	39
	16	839,052	24	741,833	40
	23	837,748	22	741,383	38

increase in the average haul of freight has deprived the carloadings totals of their value as a dependable "yardstick" of railroad performance.

This development, by itself, might still not detract from the validity of the loadings figures as a component in various indexes of business activity, national production and freight service, but the recent greatly increased average load per car of l. c. l. freight makes it impossible, without some weighting, to use the carloadings totals as an accurate measure of either the volume of production or of railway freight service rendered. This increase in l. c. l. loading per car, by reducing in the week ended May 23 by about 66,000 the number of cars required to handle l. c. l. freight, and thereby, in effect, increasing by that number the total available freight car supply, is but one of many illustrations of the means by which increased efficiency in the use of cars has made it possible for the railways thus far to meet all the demands of a record-breaking traffic with a much smaller number of cars than were available a decade ago.

Equivalent of 904,000 Cars Per Week

The Office of Defense Transportation issued its General Order No. 1, effective May 1, requiring a progressive increase in the permissible minimum loads of l. c. l. freight per car. For many weeks prior to the effective date of this order, the railroads set about revising their methods of handling l. c. l. traffic in order to attain the heavier requisite loading per car. Statistics of actual *tonnage* of this traffic for recent months are not yet available, but people who ought to know believe the l. c. l. tonnage now being handled is at least equal to that of last year. If this assumption be correct, then total carloadings (837,748) for the week ended May 23 would have to be increased by 65,889 (the difference between l. c. l. loadings in the twenty-first weeks of 1941 and 1942) to give a figure comparable to last year's loadings for the similar week. If this adjustment were made, total loadings for the May 23 week would be shown at 903,637—instead of the 837,748 actually reported. That is, with this adjustment, instead of the May 23 loadings representing (as reported) a *decrease* of 3.3 per cent under 1941, they would have registered, on the contrary, an *increase* of 4.3 per cent.

In 1941, of all cars loaded, l. c. l. traffic accounted for 19 per cent. If a saving of 40 per cent or more is

made in the use of cars for l. c. l. traffic—without any decrease in the tons of freight involved—it is apparent that this development may introduce an understatement of at least 7.6 per cent in the report of total loadings (i. e., 40 per cent of 19 per cent). Some such distortion as this of the total l. c. l. figures has occurred with the ODT minimum of 6 tons of freight per l. c. l. car in effect. On July 1 the minimum is to rise to 8 tons and, on September 1, to 10 tons—obviously still further depriving the carloadings figures of comparability with those of former years, either as a gage of railroad performance or as an index of national production.

Omitting L. c. l. Makes Big Difference

Comparisons of railroad traffic this year with the early months of 1941 are complicated by the incidence of the coal strike last year. More instructive comparisons can, therefore, be made with 1940. The accompanying table sets forth a week-by-week comparison of 1942's carloadings with those of 1940—first, including l. c. l. loadings, and, then, excluding them. It will be observed that in the week ending May 23 total loadings, including l. c. l., were only 22 per cent above those of 1940, whereas, with l. c. l. excluded, the increase was 38 per cent. The latter ratio gives a far closer reflection of the magnitude of the increase in railroad business and national production than does the former.

Caution Needed in Planning Blackouts

Blackout scares, trial blackouts and actual blackouts have come to various parts of the United States. As participants in a war in which air power has assumed major proportions, and in which demoralization behind the lines is being considered as important as victories at the front, such measures are to be expected as most effective means of hiding densely populated areas and military objectives from enemy raiders. That these blackouts shall be effective, requires the full and intelligent co-operation of everyone, and of greatest importance, the railways.

That this is recognized by the military authorities of the country has been made clear in many ways and on many occasions, but possibly no more clearly than in the following statements contained in the publication called "Blackouts," prepared by the War department for the Office of Civilian Defense— "Inasmuch as types and routes of transportation may have very definite light patterns in each vital area, special attention must be paid to seeing that blackout provisions are fully coordinated with the general plans for the area as a whole. Negligence or other errors in co-operation by one transport agency might be far worse than many mistakes by individuals, or even by many small areas."

With the railways leading to every densely populated center and important military objective in the country, and with their lines difficult to obscure from the air on clear, moon-lit nights, even though every ground light is extinguished, it is not difficult for railway men to appreciate the importance of blackouts generally, and especially of their properties which, if not blacked out in an otherwise darkened area, would prove as effective to bombers as a beacon in leading them to their objectives. Accordingly, the railways, individually and collectively, are anxious to co-operate with military and civilian defense officials in making necessary blackouts so black that enemy airmen will be totally confused, if not lost at any point over our country.

Collectively, the railways are working through a special committee setup by the Association of American Railroads, which, through study and tests, is endeavoring to develop the most effective means of obscuring railway operations under blackout conditions. Indi-

No Industry on War Footing More Thoroughly Than Railroads

"Probably no statistical series better illustrates the record being made by the railroad industry than do the figures of ton-miles of freight hauled per freight car. These figures show the combination of the typical load in each car and the average length of haul. When the industry is operating at capacity they also reflect, to some degree at least, the element of speed of movement, since when all of the cars are being used the number of ton-miles is greater when train speeds are increased. Higher average speed permits more loads per car.

"Among all of the industries that have shifted their operations to a war-emergency basis none surpasses the record being made by the railroads. Railroad management has been aggressive and alert in increasing the efficiency of rolling equipment and of trackage and terminal facilities. Railroad labor is doing an excellent job, and shippers are cooperating by loading and unloading cars quickly.

"In trying to continue to give fully satisfactory service, the railroads will have considerably more difficulty in the future than they have so far encountered. That will be due largely to the shortage of materials, especially metals, used by the industry, and to a growing volume of traffic.

"Fortunately we have in this country by far the most efficient and economical railroad system in the world. The railroads have adapted themselves to the needs of the war effort with a degree of effectiveness hardly equalled by any other industry, but even so they cannot entirely make up for growing shortages of highway transportation, nor can they supply our needs for oceangoing ships.

"For the first time in our history we are about to experience many different sorts of rationing, and for the most part they will be caused by some form of transportation shortage rather than by lack of the commodities themselves."

From the Bulletin of the Cleveland Trust Company

vidually, and especially in areas along our East and West coasts, considered the most seriously threatened at the present time, many roads have taken long steps to black out their properties when called upon to do so. This is as it should and must be, and those roads that have acted so quickly and effectively in these areas merit the commendation of the country. At the same time, the fact that roads in other areas have acted less quickly and completely is not to their discredit, but rather, a desirable situation.

Effective blackout methods and procedures, even for normal residential and industrial areas, were not developed in a day, and, in fact, are far from fully developed yet. Costly mistakes have been made and unnecessary inconveniences and burdens have been imposed. If this is true of such lighting, the much more difficult problems faced in obscuring many of the lights peculiar to railway operation, such as locomotive headlights, interior and other exterior train lights, switch and signal lights, station and terminal lights, etc., are readily apparent. This is the more true because the blackout of most of these lights, under the accepted theory that trains must be kept moving except under certain conditions in areas actually under raid, means that they be blacked out only to enemy airmen, while being kept burning with as high a degree of effectiveness as possible to those on the ground, to the end that the civilian, industrial and military commerce of the country may be interfered with to the least possible extent.

If this end is to be accomplished most effectively and economically, it will be well for the railways, without specific orders from military or civilian defense authorities to the contrary, to curb their zeal to adopt measures developed locally, and to make haste cautiously in the matter of blackout precautions.

Which Is Scarcer—Steel or Rubber?

We raised some questions in this space last week as to the real significance of the enormous decline in the statistics of l. c. l. carloadings. Do these figures indicate that, because of General Order No. 1, there are now upwards of 60,000 cars a week available for useful loads, *where* the loads are to be found—over and above the number which would be available if this order had not been promulgated? There is no doubt that heavier loading adds to the available car supply, but the question is—to what extent do the l. c. l. loadings figures reveal the actual economy?

Having some first-hand knowledge of the handling of merchandise traffic, your observer has some doubts which the loadings statistics by themselves do not dissolve. For example, some freight stations find a minimum of 6 tons—and an average of 12—not hard to achieve. They can comply with Order No. 1 without improving their actual efficiency one iota. Other stations can achieve a 6-ton minimum only by a largely increased handling across transfers and by adding proportionately to empty car-mileage—in other words by offsetting their increased efficency "for the record" by an equal or greater increase in wasteful practice which does not enter the record.

In tackling the two aforementioned situations solely with the minimum load procedure, the authorities omit to jack up the 12-ton-average station at all—and they only *seem* to correct the condition of the normal-light-loading station. Why would it not be more effective to call on *each* station—not for a uniform minimum (taking no account of varying local conditions)—but for a definite percentage quota of *improvement,* based on its own conditions?

If carload minimums should be increased to the extent necessary to balance and absorb heavier merchandise loading, and the merchandise loading requirements were rationalized more in keeping with the ability to load at each station—then these economies might be used to reduce truck-miles and the consumption of irreplaceable rubber. Truck transportation and rubber is now the bottleneck. Should it be used for distances where other transportation is equipped to do the job economically? Should trucks be used merely because the operator has been foresighted enough to lay in an extra stock of trucks and rubber, and particularly rubber, as a great number of them did?

It may be argued that we do not know what will happen in the future to our box car loadings. The answer is that we *do* know what is going to happen to our rubber stockpile if we keep burning it up. Would it not be better to take trucks out of long-haul service and use railroad equipment so long as it is able to handle the business? We should then have these trucks and tires in reserve if and when the loadings increased to where the railroads could not handle them.

There is reason to believe that all or most of the long-haul truck tonnage thus diverted to the railroads, especially merchandise, could be loaded into the space that is now moving empty or partly loaded.

Exception could be made for the trucks needed to expedite movements of war materials or where other forms of transportation are unable to give adequate service, and such trucks should be used solely for such purpose.

Long-haul trucking is not economical. It is not "co-ordination". There is no ceiling on railroad capacity except that placed arbitrarily on railroad rolling stock. The truck (i. e., rubber) is, by contrast, dangerously limited—so much so that it seems reckless folly to use up trucks doing jobs for which they have no natural economy. Where will the trucks come from to do local deliveries and peddler service *which only a truck can do,* after we have used up our supply doing work which only arbitrary authority (i. e., the rate structure) could ever assign to such vehicles?

How to Abolish the "Loan Shark"

Credit unions meet employees' needs for provident loans, curtail garnishments, promote thrift and morale

A DEVELOPMENT which many railroads are finding most helpful to their employees—in encouraging thrift and avoiding the perennial "loan shark" and garnishment evil—is the employee-managed "credit union." Working through management co-operation (but not domination) by the pay roll deduction method, the credit union appears to offer an unusually safe and profitable stimulus to employee thrift—while at the same time affording the borrower a much lower interest rate than he could usually obtain elsewhere. The existence of credit union facilities puts the "loan shark," with his extortionate charges, out of business. It reduces garnishments, with their attendant inconvenience to the company and suffering to employees—and is an aid in the development of morale, not only because it improves the employees' financial situation, but because the operation of the credit union gives active employees a satisfying social outlet for their spare energies. Lastly—but most importantly—it provides a convenient agency to aid in the sale of war bonds.

Some of the roads on which credit unions have been an outstanding success have kindly made available their experience for publication in these pages. The number of those reporting is but a fragment of the total which have had parallel experience—so the record here is just a sample, not a comprehensive survey. For example:

"The Boston & Albany Employees Credit Union," writes A. N. O'Rourke, treasurer, "was organized by locomotive enginemen and firemen on December 1, 1928, and started business on December 15, 1928, with 20 members and assets of $87.50. As of April 1, 1942, our membership was 6,725, and our assets $685,901.19.

Garnishments Down 88 Per Cent

"The large number of trustee writs and garnishees against the wages of the various classes of employees was one of the prime factors that brought about the establishment of this credit union. In 1928 garnishees and trustee writs amounted to more than 300 in number yearly, while at the present time the number is less than 40 in one year—and these, when they are served on the company, are usually released immediately through the co-operation of the credit union, the attorney, the railroad management, and the employee involved.

"The co-operation of the management of the Boston & Albany and the New York Central with the officers of the credit union has been of inestimable assistance in this venture. We believe that the encouragement and co-operation extended by the management was in recognition of the service rendered by the credit union in encouraging thrift, making it easy to save and also providing a source of credit for its employees who need loans for provident purposes at the rates of interest that are reasonable. The credit union is concerned first with thrift, not only in the sense of saving money, but in the best use of that money. Second, it is concerned with lending money to its members, and only to those in need of short-term loans at reasonable rates.

"The credit union is different from all other institutions in the banking field today. It meets a need which is not filled by commercial, co-operative, or savings banks. It differs from the personal finance and industrial loan companies, because it is organized on an employee-membership basis for service, not for profit. Earnings revert to the members in the form of dividends and not to stockholders as profits on an investment. The officers have had many years experience and believe that thrift is a habit. It must be cultivated as any other habit. It is easy to save after the habit is once acquired.

Employees in Charge—Management Helpful

"The Boston & Albany Employees Credit Union is managed entirely by the employees; operated for their sole benefit; mutually beneficial to all its members, and absolutely democratic in its control. All members and officers must be employees of the New York Central Railroad. The credit union operates under the supervision of the Commissioner of Banks of the Commonwealth of Massachusetts.

"From December, 1928, to March 31, 1942, the Boston & Albany Employees Credit Union has made 64,274 loans to employees aggregating $8,418,841.96. The amount of money paid in on shares from December, 1928, to March 31, 1942, was $2,493,922.67. The total dividends paid on shares from April, 1929, to November, 1941, which covers the full dividend periods our credit union has been doing business, amount to $144,079.71.

"From April 1, 1941, to March 31, 1942, 7,803 loans totaling $1,195,872.84 have been granted to various employees. Employees have paid in on shares from April 1, 1941, to March 31, 1942, $340,559.84 and during that same period withdrew on shares $273,494.30. The amount withdrawn on shares from December 1928 through March 31, 1942, was $2,140,263.00.

"Each year the credit union has had a steady and continuous increase in membership, and even during the period of depression the membership and assets of the credit union have shown a healthy increase. Each six months out of our net earnings we add to our guaranty fund certain substantial amounts after payments of dividends, in order that the employees' money paid in on shares may have substantial protection against loss. At the present time each dollar on shares has a net worth of $1.42. The credit union serves its members in the same manner as any other bank serves its depositors in regard to withdrawal of their shares. Regardless of the amount, they have never been required to wait longer than the time necessary to make out the check.

Money When It Is Badly Needed

"The money loaned has been used by employees to pay off bills, funeral expenses, doctors, hospitals, college tuition for their children; to pay down-payments on real estate, and to eliminate trustee and garnishee executions on their wages. Our officers do not look with favor on real estate mortgages.

"From December, 1928, to October 31, 1941, our

charge-off for bad loans amounted to $1,631.00 of which $891.00 has been recovered with every prospect of ultimately recovering a substantial portion of the balance. Practically all business is done through the medium of pay roll deduction both for savings on shares and repayments on loans.

"When the Boston & Albany Employees Credit Union was organized, all directors were from one class of employees—engine service—but we soon discovered that having one class of employees as directors in the credit union was not beneficial to it, because it was the intention of the credit union when it was organized to take in as members all employees of the system. After a short time, a certain number of the original board of enginemen resigned, making it possible to replace them with workers in various crafts such as engine house, train service, clerical force, and other departments—so that our board of directors was representative of the employees as a whole. Having faith in the management of our railroad, we next approached the vice-president unsolicited and asked for a management representative on our board to serve with the rank and file, and since that time we have had a representative of the management on our board of directors continuously. The management itself has assumed no responsibility whatever, and we believe that the growth of the credit union itself is the best evidence that our course of action was sound and not detrimental to the credit union movement."

Management Encourages But Does Not Intervene

"A credit union is owned, operated, and controlled entirely by the members, through an elected board of directors," reports Thomas A. Mahoney, president of the New York Central Employees' credit union at Buffalo, N. Y. "These directors serve without pay, and are responsible to the membership for the successful operation of the credit union. Throughout the New York Central System the employees are being served by 26 credit unions, each one operating independently. Recently the management, recognizing the true value of such a cooperative endeavor, openly endorsed the credit union idea. Since then they have given it their sincerest encouragement and practical support.

"The attitude of the management is that credit unions should be supported and encouraged at all times, but, being originally organized by the employees, should retain above all else the spirit of independence and freedom that is essential to proper credit union development. Without the pride of personal ownership, and the loyalty of individual members, a credit union can easily fall by the wayside.

"The most recent available figures for the New York Central System Employees credit unions show combined assets of $1,468,128.54, most of which is loaned back to the members. Total loans outstanding amount to $1,065,514.01. There is now a total of 19,875 members within the 26 credit unions.

"The management of the system, in its study of credit unions, found that in the territories where they were operating, there was a noticeable lack of garnishees and wage assignments against employees, as compared with those places where no such facilities existed. This was due in large measure to the fact that credit unions make loans to the members at the low rate of one per cent per month on the unpaid balance, affording an opportunity to consolidate pressing obligations through a credit union loan. In this manner the company is relieved of the burden of collecting the employees' debts through legal procedure.

"The management of the railroad can be of valuable assistance in this undertaking. They can segregate the various divisions or districts, and working with the existing credit unions, can help to educate the others to understand and appreciate the value of establishing a credit union in their particular locality. With this in mind, and with due realization of the success credit unions enjoy on the New York Central System, we still know that much more is to be done before the job is completed."

"The financial statements issued by the twelve employee credit unions on the Illinois Central System, December 31, 1941, showed that their 9,717 members had accumulated savings, represented by share accounts, totaling more than a million dollars," reports Harry B. Robertson, managing editor of the Illinois Central Magazine. "On these shares an average of nearly 6 per cent was paid in dividends. In the same year, these twelve employee credit unions granted loans to their members totaling more than a million and a half dollars.

According to the laws under which credit unions are chartered and regulated, and in the opinion of the credit committees who pass judgment on all applications, all of these loans were granted for beneficient purposes.

Develop Morale and Teach Thrift

"From a financial point of view, the credit unions on the Illinois Central have achieved unquestioned success. As a factor in company morale, their achievement is scarcely less noteworthy. From the beginning company officers and employees have given their approval and indorsement to the 'movement.' As a matter of fact, conceded by all concerned, the success of the credit unions would not have been possible without company approval.

"Company approval of credit union operations has been indicated not only by oral and written statements of general and local officers, but also by provision without cost or with nominal cost, of working quarters and facilities, and by the authorization of payroll deductions for the payment of employee obligations to credit unions when requested. Publication in the 'Illinois Central Magazine' of all newsworthy developments in the credit union movement on the system has been of substantial assistance not only in the organization of the credit unions but also in their expansion and operation.

"The first employee credit union on the system came into existence in New Orleans, La., in August, 1925. The Illinois Central Cicero Credit was organized in Chicago in November, 1930, when the depression was creating financial problems for worker and employer alike. In rapid succession, credit unions were established at Champaign, Ill., Centralia, Ill., East St. Louis, Ill., Clinton, Ill., Waterloo, Ia., Paducah, Ky., Memphis, Tenn., Vicksburg, Miss., and two at Jackson, Miss.

"The twelve Illinois Central credit unions are located at strategic centers so that every man and woman on the payrolls is able to obtain credit union service, and the financial condition of these credit unions guarantees practically immediate response to any reasonable request for this kind of assistance.

Cicero Unit Handles 20 Millions in 11 Years

"Owing to the fact that more than half of the totals in the Illinois Central credit union statistical picture are provided by the Illinois Central Cicero Credit Union at Chicago, special reference to this organization may be justified. It is the second largest railway credit union in the United States, being exceeded in membership and financial resources only by an older credit union on an

eastern railroad. It is the third largest credit union in Illinois.

"On December 31, 1941, the Illinois Central Cicero Credit Union, serving the Chicago Terminal, had 5,003 active members, assets totaling $840,126.52, a total of $787,290.22 in the shares account, and $585,668.73 out on loan to its members. During the year it granted loans to its members totaling $1,063,493.20. In the eleven years of its existence, this credit union has extended loans to its members aggregating $4,845,729.88. At the close of 1941 it had $260,987.74 invested in U. S. Government bonds. It has paid dividends in the eleven years of its operation totaling more than $175,000, as an encouragement to thrift. Receipts and disbursements balances for these eleven years reach a grand total of $20,041,631.39.

"In the opinion of Illinois Central Cicero Credit Union officers, these figures do not represent borrowing created by the availability of money through credit union facilities, but rather borrowing that was transferred from other sources, principally loan sharks, for whom the railroaders, with their steady and reliable incomes, were an unfailing source of unconscionable profits. This belief accounts for what is probably the most potent factor in the credit union movement's astounding success."

"Fourteen years ago, soon after the state of Illinois passed the credit union law, the first credit union was formed among employees of the Rock Island Lines," so reports H. O. Seymour of the Rock Island's public relations department. "This first Rock Island credit union, established by the Rock Island's employees in its 47th Street (Chicago) Shops, was the fourth credit union in the state of Illinois. Today that first credit union, and 19 other organizations in seven of the states through which the Rock Island operates—a total of 20 such organizations—are serving 7,384 Rock Island employees.

Learning How to Handle Money

"The encouragement and co-operation that the management has extended credit unions of the Rock Island Lines, was given because the credit union seemed to provide three services of great importance: (a) encourages thrift by making it easy to save, by developing among its members the habit of saving small amounts at regular intervals; (b) provides a source of credit for its members who need loans for provident and productive purposes, at rates of interest that are moderate and reasonable; and (c) in their dealings with their credit unions, members broaden their understanding of the handling of money.

"The credit unions on the Rock Island Lines have established some very interesting records. The consolidated balance sheet of all Rock Island credit unions, as of January 1, 1942, indicates that the assets of the 20 credit unions totaled $1,007,648.82. In the fourteen years of their operations the credit unions have made a total of 84,655 loans, amounting to $7,526,606.08. Of these, a total of 7,365 loans, amounting to $1,092,930.33, were made during the calendar year of 1941.

"Credit unions are required by law to establish reserve funds towards which uncollectible loans may be charged, and into these funds a prescribed percentage of the income of the credit union must be put each year. On January 1, 1942, reserve accounts of the Rock Island credit unions totaled $67,941.12, after having charged off, during the 14 years of their operations, balances totaling $7,293.06, on 266 loans that had not been fully repaid.

"During each year the credit unions have been in operation on the Rock Island Lines, the total assets and membership of the organizations has increased over the previous year, a record that was maintained even during the period of depression in the early 'Thirties."

"The New Haven Railroad Employees Credit Union, organized in Boston by a group of employees in January, 1939, is the largest credit union on this road, and incidentally was the first to be formed on the system," writes Samuel A. Boyer, the New Haven's manager of public relations. "Starting with a capital of about $400, this credit union in little more than three years has acquired a membership of 5,600 employees throughout the system, and at the present its assets total more than $450,000. Since its inception, it has lent more than $1,500,000, and has written off less than one-tenth of one per cent as losses.

Regular Dividends of Six Per Cent

"Its first dividend on shares, declared October 30, 1940, was five per cent. Since that time, dividends of six per cent per annum have been declared semi-annually. Besides declaring these dividends, the credit unions holds $25,000 in reserves. During its comparatively short history, the New Haven Railroad Employees Credit Union has rapidly climbed to 22nd place among the 400 credit unions in Massachusetts. Besides its main office in South Station, Boston, the credit union serves members through representatives at Grand Central Terminal, New York; New Haven, Providence, Hartford, Readville (Mass.), Worcester, Springfield, New Britain, Stamford, Danbury, and Oak Point Yard (New York).

"Designed to serve all employees equitably, the credit union since the first of 1942 has allowed shares to be purchased only through payroll deductions, with a maximum limit of $25 per member per week set for such purchases. In this way, purchases of large blocks of shares is forestalled. Careful management has kept the shareholders' money working actively, with loans usually closely approximating the value of shares issued—thus benefiting shareholders and borrowers alike. All loans are insured, an advantage greatly appreciated by borrowers, their families and shareholders.

Helps to Sell War Bonds

"Recently the credit union devised a plan for the convenient purchase of United States Defense Savings Bonds. President William D. Birge, a passenger train conductor, and Treasurer Louis S. Cashman announced that the union would slash its interest rate on loans for the purpose of buying defense bonds. Upon approval of loan applications, bonds are immediately placed in the hands of employees, who repay the loan in small weekly deductions. For example, $125 in Defense Bonds (maturity value) can be bought from the proceeds of a $100 loan. The plan has met with enthusiastic response.

"Other credit unions also established on the New Haven system have met with similar success, and have earned the confidence of their members."

In all, there are 444 local credit unions in operation in railroad and Pullman shops, offices and terminals (*not* 444 different communities, because some localities have several credit unions—on different railroads, or in different departments of the same railroad). There is an endowed organization, known as the Credit Union National Association, whose address is Raiffeisen House, Madison, Wis., which collects and disseminates information on the establishment of credit unions—and which offers its advice and assistance free of charge to persons interested in the formation of such societies.

RECENT developments in the application of near infra-red lamps offer the railroads a simple and inexpensive means for meeting a number of routine and emergency requirements. Used originally for paint and lacquer drying jobs, the lamps are now being found useful for drying electrical equipment which has been submerged.

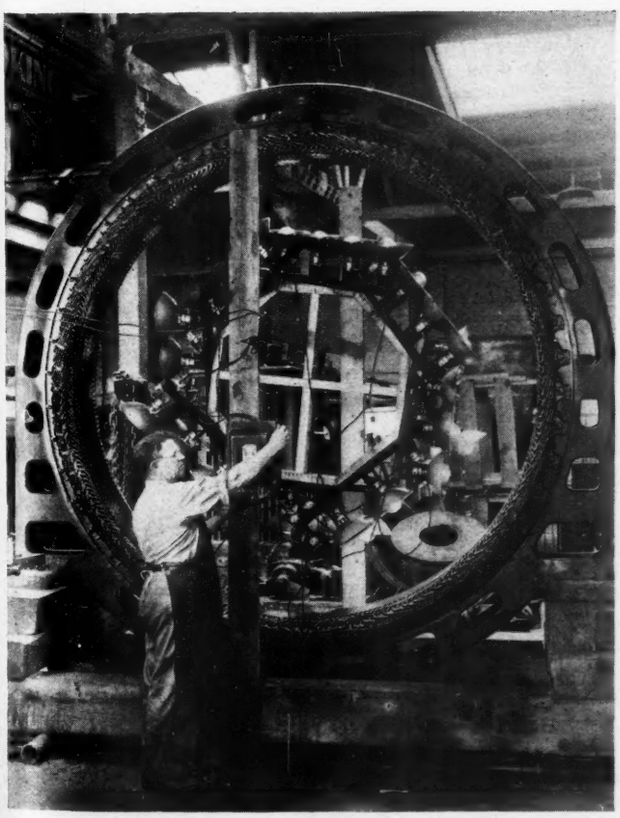
They also save time and cost of drying and baking repaired armatures and stators after they have been dipped in insulating varnish. The baking time is about half that required by previously used methods.

The usual procedure for drying submerged apparatus is to put it inside some kind of a housing, through which heated dry air is blown. In many locations it is impracticable to construct a suitable housing and it becomes necessary to disconnect and move the machine to some other location. When the infra-red lamps are used no housing is required. They are easily portable and can be moved to any work location and arranged to suit. The heat is projected on the parts which require drying and the moisture is carried off by natural ventilation.

The advantages offered in the drying of varnish, paint and lacquer arise from the fact that the light penetrates the painted surface and develops heat on the underside

LEFT—Arrangement of Lamps for Baking a Small Armature. BELOW—A Stator Stored for a Long Period Was Quickly Put Into Serviceable Condition by Placing a Bank of Lamps on a Temporary Wooden Structure. ***(Photographs Courtesy The Fostoria Pressed Steel Corporation)***

Near Infra-Red Baking and Drying



of the paint. The solvents on the inside are thus driven off and do not have to find their way out through a surface film which is already hardened. This procedure improves the quality of the finished surface, and the lamps as used by one company for drying lacquer, will effect a completely dried surface in seven minutes as compared with 30 min. by the next best available means.

When electrical machinery is baked and dried it is usually placed in a large electrically-heated oven equipped with fans or blowers for maintaining air circulation. If the oven is of sufficient size to house the largest machine it is usually too big to perform small work economically.

Two methods for drying and baking, respectively, small and large equipment are shown in the illustrations. Fig. 1 shows how the Wiles Electric Company, Portland, Ore., assembled infra-red reflectors on arms and portable bases to bake the insulation on a rotor from a 25-hp. crane in two hours. Fig. 2 illustrates a method employed by The Quality Electric Company, Los Angeles, Cal., for drying out the insulation on a 550-hp. motor stator, using 32 reflectors equipped with 250-watt lamps. The motor had not been in operation for years and the insulation resistance had become so low that it was unsafe to connect the machine to the power circuits. After 36 hours drying the resistance of the winding was normal (Meggered infinity). A treating of Glyptol was then applied and after 8 hours radiation, using the same equipment as for drying, it was thoroughly baked. The operation is described in detail in the Railway Electrical Engineer, June, 1942, page 130.

Bulkheads Will Reduce Damage in Heavy Loads

By Albert L. Green*

LAST year less-carload tonnage was up 23 per cent for the United States, and claims paid thereon, including Canadian, were up 17.6 per cent. On the average, about two and a quarter tons of freight were loaded in a car. Under General Order O. D. T. No. 1, L. C. L. cars, with a few minor exceptions, soon must be loaded with not less than 10 tons.

Unquestionably this is going to increase the risk of crushing carton freight, and breaking or marring wrapped and unprotected goods. To what extent, no one can predict, but if we may venture a guess, based upon the wholesale crushing of freight that occurred in World War No. 1, we are in for a first-class headache. What will it do to a commodity like furniture? Much of it is extremely frail and is packed in light cartons that will not support much weight. Last year, claims paid on furniture, L. C. L., ran around $1.50 per ton originated. Where will those claims go to with tonnage per car at least four times greater?

With production stopped on so many crated and boxed goods, such as refrigerators, stoves, washing machines and radios, which hitherto have furnished substantial floor loads, what will be the effect on cartons loaded on or near the floor when other shipments are stacked on those cartons? Of course, furniture, lamp shades, glassware and kitchen enamelware, which ordinarily themselves cannot take much top load, can, to some extent, be given a favored position in the car. But when the afternoon rush is on, and there is neither time nor space to "floor" such items for later stowing on top, they must take "pot luck" with the rest of the load.

Under every-day conditions several hundred pounds may be loaded on bottom cartons. That weight is in more or less constant up and down motion from the time the car leaves the freight house—a very different thing than a static or motionless load. Top packages are literally pounding those on the bottom.

If, then, the risk of damage from the crushing forces of the top load—not to mention switching impacts—is much greater by increasing by four times the average weight per L. C. L. car, what are we going to do about it? More careful switching has been mentioned. How wasteful to put time and money on proper stowing and then throw it away the first time the car is switched. Another factor of formidable importance, seldom considered in our ranks, is the draft gear. If a gear goes solid, i. e., ceases to cushion shock at a contact of 2 m. p. h., that gear insulates the car and lading against only 4 units of smash-power. If a gear cushions shock up to 6 m. p. h., it takes care of 36 units of smash-power. It is, therefore, 800 per cent more effective in absorbing shocks that may damage freight. Possibly present conditions prevent changing many gears to the most modern type, but it is worth considering for the future. Nevertheless, we can at least urge upon the mechanical department the importance of maintaining draft gears in good working condition so they will overcome, as far as they can, the effects of heavy loading and switching by inexperienced yardmen.

Another factor is truck springs. One of the roads that has made a study of this over several years reports a substantial reduction in merchandise claims accomplished by equipping their cars with snubbers.

Bulkhead L. C. L. Freight

But one thing I do know can be done to provide safer carriage for less-carload freight. I refer to bulkheading. It is not new. The Southern has bulkheaded L. C. L. freight on a large scale for several years. It finds no important objections to it. It reports many advantages, including economy of freight house operation. We do not have at hand the claim figures of the Southern, but the Illinois Central has employed bulkheading at its principal transfers for a full year or more, and, for 1941, reports a reduction in its claim payments on L. C. L. of $2,003, or 1.4 per cent, in the face of an increase of 132,386 tons, or 16.3 per cent more L. C. L. than was handled in 1940. That compares with a tonnage increase for all lines of 23 per cent, and a rise of 17.6 per cent in claims paid on L. C. L. Other lines are experimenting with bulkheads, or have used them extensively for upwards of a year, and find they are money savers.

If in addition to expanding greatly the use of bulkheads, more stowmen were employed, principally at the big transfers, we would not have so much to fear from the effects of heavy loading of l. c. l. The current condition of claims calls for the most careful consideration of every practical means for moving this traffic with credit to the railroads and satisfaction to the public.

The very burdensome claims paid by the forwarders on their l. c. l. shipments, which are charged to carload business in Account 418, should also get plenty of thought. Practically the entire burden is shouldered by the railroads. Damage, I understand, has been particularly severe since the 2 for 1 rule was abolished. From the observations of our staff, we know these cars can be better loaded. Now that, by law, the forwarders have acquired the status of common carriers, and the Interstate Commerce Commission may prescribe reasonable rules and regulations to protect the public against loss and damage to property in their custody, perhaps a way can be found to require the use of suitable bulkheads and more effective supervision in stowing.

Don't Neglect "Chicken Feed"

Faulty packing and poor sealing have nothing of the spectacular about them, but if we ever really got down to business with possibilities such as these, we would come a lot closer to packing that will stand the war load. Work of this kind looks like "chicken feed." But is it? The average claim payment last year was only $9.29. Woolworth filed 200,000 claims averaging only $3.00; Ward 79,000 averaging $11.79 on shipments to 600 retail stores, and Sears 113,701 claims averaging $11.76. If, then, we neglect "chicken feed" we ignore the best bet in the whole claim situation.

Suppose each of 20 roads were to assign one man to spend his whole time at the big receiving and transfer stations to inspect, in the cooper shop, on the platform, and in the receiving department of the consignee (where necessary); to observe the condition of inbound L. C. L.; and to report direct to the shipper or prevention officer of the loading carrier every important condition resulting in loss and damage. Suppose, further, a good photograph of the condition went with the report? The result, very often, would be this. Faulty packing and poor closure would be corrected, not for one item or one shipment only, but for every future shipment and frequently for thousands of similar shipments going all over the country. No chicken feed about that.

* Special representative of the Freight Claim Division of the Association of American Railroads. From an address before the Chicago Claim Conference on May 21.

How to Get Maximum Utilization of Freight Cars*

Superintendents emphasize that still more miles per day, heavier loading and less detention are more important now than ever

ONE measure that will promote maximum utilization of freight cars is the pooling of equipment. Many car days can be saved when two or more roads serving a large industrial plant permit their general service cars to be pooled by the industry, instead of insisting that the empty car furnished, or at least a car with the same reporting marks, be returned loaded to the delivering line. Instead of supplying system cars for industrial pooling requirements, why not use foreign cars which can be placed for loading in the direction of home, rather than misusing such equipment, or sending it home empty? When an industry assembles its available supply of empty cars and places them for loading so that its traffic can be moved in accordance with car service rules it performs a helpful service to the railroads.

In some instances, railroads have gone to considerable expense to provide special cars; still others have specially equipped cars to handle special traffic. It is doubtful if any arrangements can be made to pool such cars, as each road purchases or prepares equipment of this character only to the extent of its own industrial requirements.

When an industry is served by more than one railroad, the superintendent of each railroad serving that industry should know the total number of cars required by the industry for daily loading and should set up an arrangement whereby all of the roads concerned agree as to the bank of cars that should be held for prospective loading to take care of the shipper's needs properly. Close supervision and knowledge of a situation of this character will yield a rich harvest.

Car Service, Per Diem and Demurrage Rules

Opinions may widely vary as to the extent to which the application of car service, per diem, and demurrage rules may have an adverse effect on the movement of cars or may be the cause of avoidable car delays. Car service and per diem rules now in effect are the result of exhaustive study and research over many years, and are framed to permit flexibility of application sufficient to meet normal changing conditions. As a result they require little if any modification, if they are thoroughly understood and wisely applied to meet the present abnormal situation; this may also be said of demurrage rules and regulations.

Under the codes of rules, with the broad directing policies and supervision of the Car Service division, we have a plan that provides all the flexibility necessary or desirable in any proposal for the general use of cars, without the sacrifice of benefits that accrue from maintaining the principle of private ownership.

Car service rules are essentially a set of principles for the guidance of the railroads in the handling of their own and foreign cars. They represent a non-mandatory, flexible system of car distribution that is designed to meet the demands of commerce without hampering restrictions, and yet keep a due proportion of an owner's cars on home rails for the use of its shippers.

In the event of a seasonal or unpredictable emergency, the Car Service division is able to transfer cars from one road to another or from one territory to another, with due regard to ownership, or to permit departure from the rules to meet the needs or necessities of any situation. In such instances, the requirements of commerce or agriculture are considered superior to the letter of the rules and no shipper is denied needed transportation merely to carry out the rules.

The month of September, 1941, recorded the lowest percentage of empty mileage in the last thirteen years. There is a limit below which empty mileage cannot be reduced because of the unavoidable lack of balance in traffic direction, making mandatory the constant relocation of empty cars from destination territories to originating territories. There is, also, a heavy movement, or ratio, of one-way traffic, largely in refrigerator, open top and stock cars. Further, commercial necessities have required the use of a large number of cars especially fitted for the reception of certain types of freight.

No system of car distribution can eliminate empty mileage, by reason of such causes. The observance of car service rules will do anything that any plan yet devised will do in economizing empty mileage. What seems to be of more importance than a basic change in the rules, is to intensify our educational program so that a more thorough knowledge is had by every employee whose duties are in any way affected by these rules, and more especially by those in minor supervisory positions.

Some modification of present rules may be desirable, and exhaustive studies are now under way by the proper authorities to that end. However, it cannot be repeated too often that a more thorough knowledge of existing rules, on the part of those who have to apply them, is more essential in our efforts to make the present system work even better than ever before, than changing over to untried systems or to other schemes that have already proved a failure.

Inspecting and Repairing Cars

The average freight car makes a repair track movement about every 60 days. This is too often, and is an important source of car delay. During the present emergency, when maximum car utilization is imperative, it is well to consider ways and means to reduce these delays and at the same time call attention to methods and practices that should be avoided.

Specifications for new cars should provide for such approved engineering and mechanical features as have, by test, given the most practical results. Also, the materials used in building cars should withstand ordinary

* From a report presented to the convention of the American Association of Railroad Superintendents on May 14 by a committee of which F. P. Little, superintendent, Pere Marquette, was chairman.

usage over a long period. Failure to follow these principles is false economy.

A large percentage of the cars that make repair track movements do so because of truck failures, including wheel defects, broken brake hangers, etc., practically all of which can be eliminated if all of the railroads will diligently live up to the instructions contained in A. A. R. Mechanical Division circular No. GC-1006, issued during the latter part of 1941. This circular covers in detail the subject of car inspection and repairs, as well as the education of forces in the proper selection of cars for commodity loading.

While cars whether loaded or empty are on repair tracks they should be given all necessary attention as to running gear, couplers, draft gear, safety appliances, and side doors, etc. Such action will, as a rule, avoid the necessity for cars to make another trip to a repair track for a long time.

The hot box will be a live subject as long as friction bearings are used. However, much can be accomplished in reducing the number of car failures from this cause. The most important measures are frequent and thorough inspection, the use of a good quality of oil and waste, the application of free oil whenever the waste appears dry, and brass replacements before the babbitt shows any appreciable amount of wear.

Much can be accomplished while cars are on cleaning tracks by making a more thorough inspection than is possible in train yards, and making necessary minor repairs. The prompt cleaning of cars, and scheduled times for spotting dirty cars and removing those that have been cleaned, has an important bearing on car utilization.

The education of car inspectors and repairmen cannot be over-emphasized. Their physical condition should be checked periodically, with particular attention to vision. This applies to new men and those secured from other departments, as well as to the older men. Car department supervision should develop good judgment in car inspectors and skilled, careful workmanship in car repairers; otherwise cars will be sent to the repair track needlessly, and repairs made that will not hold up.

The inspection of trains and cars is a 24-hr. job. Inspectors should be provided with the best possible lighting so that hidden defects may come to light more easily. At many large inspection points carbide or electric lanterns with reflectors are furnished, but at most outlying yards and on interchange tracks the old-style oil lantern is still being used.

Air supply lines in train yards permit the building up of air pressure in trains before locomotives are attached, which reduced terminals delays. All terminal yards at the larger points should be so equipped.

It is sometimes advisable to work two shifts of car repairers, with the night shift looking principally after loads. These men can be used as combination repairers and inspectors, to augment the inspection force when necessary.

The repairing of cars is often delayed by failure to furnish material promptly. In some cases, the purchasing department may be primarily at fault. During this war emergency, especially, it behooves the car and stores departments to co-operate in placing orders for materials and supplies promptly so that the purchasing agent will have no excuse for not buying the materials if obtainable.

Where there is a special wheel track, cars requiring wheel changes should be grouped and placed on that track; in no case should loads be placed where they may become buried or mixed with empties. Too often cars for the repair track are set aside and neglected. Repaired loads should be "pulled" every four or five hours of each shift that the repair force is working, and empty cars at the end of each shift.

Train dispatchers can save delays to bad order cars set out on line of road by seeing that they are given prompt attention. By co-operation and conscientious application to duty, all railroad officers and employees having anything to do with car handling or train movement can facilitate the inspection and repair of cars and thereby increase their utilization for the transportation of freight.

Car Distribution

Present conditions impose a tremendous responsibility upon the railroads, which has been, and will continue to be, met through complete co-operation on the part of carriers and shippers in securing maximum efficiency in car handling. This will require: (a) the receipt of orders from shippers in sufficient time to permit placing cars for loading, without the necessity for special moves, thus avoiding tying up power and crews needed for other duties and (b) the prompt loading of cars to capacity and unloading them without delay by shippers and receivers of freight. It is the obligation of each agent and yardmaster to know where cars are, how many, and for what commodity loading they are suitable, thus enabling them to protect local requirements from local resources, and report the situation daily to the superintendent.

The superintendent, upon receipt of this information from each agent and yard, has a comprehensive picture of supply and demand. Upon him rests the responsibility for the movement of empty cars from yarding points or stations to points on his division, where insufficient cars are available. He must know all possible sources of supply and must carefully supervise the movement of empty equipment, to avoid creating an excess at one point and a deficiency at another, as well as cross-hauls and loss of car efficiency and added transportation costs incident thereto; further, the inter-divisional movement of empty equipment is based upon the information thus developed, as are also the daily reports to the superintendent of freight transportation.

The superintendent of freight transportation, or some one with equal responsibility, must see that proper car supply is maintained between divisions; such transactions are naturally in volume and must be predicted upon the situation as reported by each superintendent. The possibilities for loss in car days and transportation effort by reason of inaccurate reports as to the availability of cars are readily apparent, further emphasizing the importance of complete control of local conditions by division organizations.

Car distribution under conditions such as those now facing the country, is not confined to reaching out for a supply of cars and finding them standing in yards or on sidings, as has prevailed in the recent past; on the contrary it is now a problem that is complex in its essentials, of locating proper equipment, and, by comparison, mobilizing thousands instead of hundreds of cars; today, not tomorrow or the next day. Delay is the essence of failure somewhere along the line of war effort.

We must know all of our sources of supply, and have accurate knowledge of shipper potentials; we must look ahead and prepare for sudden demands incident to emergency requirements and to changes in orders issued by government agencies; that these changes will require that railways help each other has been demonstrated.

Further, all concerned in car handling should familiarize themselves with car service rules, loading charts and interchange points, to insure the prompt and proper return of freight equipment to owners, and via the most

direct route. The owner is entitled to the use of his own cars, and they should return loaded, if at all possible, or empty if no suitable loading is available. By keeping cars moving, the question of supply is simplified.

Refinements in car distribution are most important in getting the best use from cars. Car bulletins and instructions, without close supervision, will not produce the highest results. First, there is the obligation to satisfy shipping requirements. Secondly, there is the responsibility for such distribution as will best promote observance of car service rules, which in the final analysis provides for the most economical handling of equipment. Third, a way must be found to make individuals—agents, car clerks, yardmasters and train conductors—conscious of their obligation to do the best possible job with the equipment available, rather than to follow the lines of least resistance as so many are prone to do.

Actual checks and experience have developed considerable loss of car efficiency in distribution. Industrially, it is necessary to get the full cooperation of the industrial forces responsible for ordering, applying and loading cars. Where industries are served by two or more railroads, there should be close supervision and, possibly, a joint committee to insure that roads do not waste cars by holding an excessive supply of empties. At freight houses the distribution and application are the direct responsibility of the originating railroad.

If the railroads do not make a real effort to get maximum efficiency under this program, the local forces are not in a good position to insist upon the most efficient handling by industries.

A large percentage of box car loading is at freight houses. It may be necessary to perform some additional switching to get maximum results. To spot system cars for off-line l.c.l. loading when foreign cars are available simply dissipates the supply of home cars on home rails and increases empty mileage in disposing of the foreign cars. When a car is wrongly started it does not vanish but must eventually be returned by some road, with increased empty mileage and a loss of car days in relocating it.

Heavier Loading

Good car distribution, closely supervised will go a long way in conserving all types of equipment. It will materially promote car efficiency and, by the same token, will eliminate waste of car units. Orders for equipment from industries should show or develop the actual needs and the directional loading. Why use 50-ft. flat cars when 42-ft. or 45-ft. flats will fill all requirements? Why apply western box cars for cement loading in eastern territory merely for expediency, as has so often been demonstrated, thereby unfitting high class box cars for grain and grain products until they are thoroughly washed? Why fill an order for a contaminating commodity with a high class car which will require a large expense to put it in condition for high class commodities after its release? Why waste coal cars by supplying mines which are served daily with a large supply of empties above the daily rating? Why use a 50-ft. box car when a 40-ft. car will meet the needs? Why apply a 65-ft. gondola for loading when a 45-ft. or 50-ft. gondola will amply meet the requirements? Why move cars in mass movement to industries four or five days in advance of loading?

All of the misuses or misapplications cited in the preceding paragraph are occurring on practically every road. The orderly, closely-supervised, highly efficient distribution of cars will do as much, or more, than any other single measure to promote and obtain maximum utilization of freight cars. It is a broad field, fertile with possibilities.

Records available to the Car Service division indicate that well-organized programs with adequate supervision are effective on only a few railroads. With shippers and receivers generally pledged to co-operate to the fullest practicable degree in any measures designed to increase the capacity and efficiency of the railroads, this is a most opportune time for all roads to appraise the machinery they have already set up or may have available for developing heavier loading opportunities and follow through to maximum accomplishment.

A well-knit program by individual roads would seem to call for the placing of responsibility with a system officer, to be assisted by a committee of operating, transportation, traffic and mechanical officers; a well developed method of turning up, through existing or special reports, all opportunities for heavier loading; the establishment of heavier loading committees on each operating division; and prominent docketing at all divisional staff meetings.

First of all is the necessity of interesting the division superintendent and his organization in this program. This should be accomplished by reporting opportunities as may be developed and then later reporting the actual accomplishments for increasing the available car supply under the program of maximum loading. There is a vast reservoir of untapped possibilities for study and development which will yield very tangible economies in operation and the conservation of freight cars, which is vital to securing maximum efficiency from our rail transportation machine.

Routing of Empty Cars

The short routing of empty cars is a matter of utmost importance and should have daily attention on every superintendent's division. Necessary action should be taken to prevent the hauling of empty foreign cars in a reverse direction in order to follow a circuitous retrograde movement to reach home rails. Yardmasters, agents or yard clerks should be required to report promptly every case of what appears to be unnecessary hauling of foreign empty cars. The car distributor can find loading in many cases. Then there is a possibility for short routing, either by reciprocal arrangements, Rule 5 of the code of car service rules, or by getting a short route from the owners. When empty cars are handled efficiently, there is a saving in car days and empty mileage, with a consequent availability of equipment for use in less time.

An educational program should be based on a car handling manual, containing sections bearing on the various component parts of the general subject, such as: (a) description of system equipment; (b) special assigned equipment; (c) standard rules and regulations for use and handling; (d) preparation for loading; (e) reciprocal and trading arrangements; (f) special and per diem arrangements; (g) short routing; (h) company material handling policies; (i) programs for avoiding unnecessary delays in handling and (j) description of reports to control performance.

Division car utilization committees consisting of trainmasters, yardmasters, supervisors of stations, car distributors, car foremen, storekeepers, division engineers and others may be organized and meet at regular intervals to discuss local conditions and the applications of various subjects contained in the manual. Local

(*Continued on page 1117*)

One of the Arched-End Hopper Cars Built for the C. & O. by the American Car and Foundry Company

More Coal-Hauling Capacity for Chesapeake & Ohio

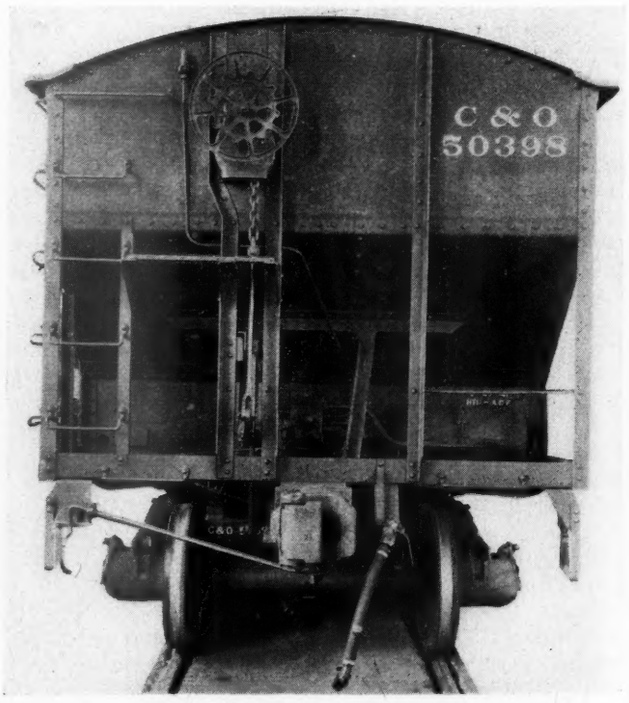
Fourteen hundred 50-ton hopper cars delivered by the American Car and Foundry Company—1,000 more on order

ONE thousand four hundred hopper cars of open-hearth-steel construction have recently been delivered to the Chesapeake & Ohio by the American Car and Foundry Company. The cars, of conventional riveted design with arched ends, have a light weight of 41,800 lb. and a stenciled capacity of 100,000 lb., although 128,00 lb. can be handled without exceeding the load limit of the four 5½-in. by 10-in. axles.

The center sills are built up of A. A. R. open-hearth-steel Z-sections weighing 41.2 lb. per ft. The top flanges of these sections are welded along the center line for the full length of the car. The side sills, of 5-in. by 3½-in. by ⅜-in. angles, also extend the full length of the car. The body bolster is built of plates and angles all securely riveted together. The $\frac{5}{16}$-in. bolster web plate is flanged at the top and riveted to the floor sheets.

The hopper sheets, floor sheets, and crossridge are ¼ in. thick, and the side sheets, $\frac{3}{16}$ in. The side top chord is a 5-in. by 3½-in. by ⅜-in. bulb angle, extending the full length of the car. The side sheets are reinforced by $\frac{5}{16}$-in. pressed side stakes. The arched ends of the cars contine 13¼ in. above the top of the side bulb angle. The end-sheets are made full width of sheet steel ¼ in. thick. The end top chord is a 3-in. by 3-in. by $\frac{5}{16}$-in. rolled angle.

The cars are carried on American Steel Foundries and Scullin four-wheel trucks having cast-steel truck



Brake End of the Chesapeake & Ohio 50-Ton Hopper Car

bolsters and cast-steel side frames with journal boxes cast integral. The chilled-iron single-plate wheels of American Car and Foundry Company manufacture are mounted on 5½-in. by 10-in. axles. Other truck equipment consists of A. A. R. No. 15 brake beams furnished by American Steel Foundries; Chicago Railway Equipment Company bottom-rod guard and brake-beam safety support; Pittsburgh Forgings Company bottom connections; Motor Wheel Corporation journal-box lids, and Schaefer Equipment Company brake-beam hangers and truck levers.

Principal Dimensions and Weights, of the C. & O. 50-Ton Hopper Cars

Length over strikers, ft.-in.	33-11¾
Length inside, ft.-in.	33- 0
Width inside, ft.-in.	10- 4
Width over top chord angles, ft.-in.	10- 5
Height, rail to top of side, ft.-in.	10- 5
Height, bottom side sill top of chord angle, ft.-in.	7- 2½
Truck centers, ft.-in.	24- 0
Truck wheel base, ft.-in.	5- 6
Light weight, lb.	41,800
Weight of body, lb.	25,840
Weight of trucks, lb.	15,960
Load limit, lb.	128,000
Capacity—level full, cu. ft.	2,081

The hopper-door mechanism is of Wine design. The draft gears are the Peerless H-1 and the National M-17-A. The couplers are of the A. A. R. Type E bottom-operated design supplied by the National Malleable and Steel Castings Company and American Steel Foundries. The cars are also equipped with the Standard Railway Equipment Company uncoupling device, the Ajax hand brake, and the Apex Tri-Lock safety metal brake step. The Westinghouse Air Brake Company furnished the AB type air-brake equipment. The cars were constructed at the builder's plant at Huntington, W. Va. An additional 1,000 cars are on order.

How to Get Maximum Utilization of Freight Cars

(*Continued from page 1115*)

subcommittees can be set up to further any desired parts of the program.

Periodic system-wide conferences at major stations and terminals are also suggested, presided over by a system transportation officer or his representative, to instill greater enthusiasm in the local effort. At such conferences, attendance should include representatives of all departments concerned with any aspect of car handling. Such conferences should be kept on an informal basis to inspire thought and promote free discussion of the specific matters being handled.

Meetings have been held frequently by district managers of the Car Service division where question-and-answer programs have been used to educate interested employees in car service rules. Other methods may be found to be practical and successful, but the suggestions outlined are recommended for your consideration.

The railroads are today getting the most extended co-operation from the shipping public that they have ever experienced. Most shippers and receivers are responsive to suggestions for greater co-operation.

That shippers and receivers using rail transportation are, with rare exceptions, giving whole-hearted co-operation in our campaigns to expedite the movement of cars is demonstrated by their efforts to speed up loading and unloading, to avoid delay in the handling of bills of lading, to anticipate requirements for empty cars, and to load cars as nearly as possible to maximum capacity. Another important contribution on their part has been in completely unloading cars (removing dunnage or refuse), so that the cars may be available for the next loads without having to go to the cleaning track.

Communication . . .

Locomotive Fuel Figures Accurately Compared

San Francisco, Calif.

To the Editor:

In his article in the *Railway Age* of April 18, 1942 (page 786) entitled "Locomotive Fuel Figures Accurately Compared," E. E. Ramey calls attention to monthly reports showing fuel and power consumed per yard switching locomotive hour, per thousand GTM, and per passenger car mile respectively. It is suggested that these records may furnish information that would reduce the wide variations in coal and fuel oil equivalents now reported on the different railroads.

The table of values which accompanied the article indicates, for railroads which used both coal and oil in 1941, that one ton of coal produced the same number of work units as the following number of barrels of fuel oil when measured by yard locomotive hours and GTM's respectively:

	Yard Locomotive Basis	Gross-Ton-Mile Basis
New York, New Haven & Hartford (1940)	7.94	6.63
Delaware & Hudson	...	7.65
Grand Trunk Western	3.42	8.25
New York Central	...	7.73
Baltimore & Ohio	3.39	...
Pennsylvania	4.80	13.40
Pennsylvania-Reading-Seashore Lines	5.90	...
Seaboard Air Line	5.54	...
Chicago & Northwestern	2.98	3.95
Chicago Great Western	...	3.34
Chicago, Milwaukee, St. Paul & Pacific	2.70	3.95
Great Northern	3.05	3.39
Northern Pacific	2.79	2.54
Atchison, Topeka & Santa Fe	3.83	3.63
Chicago, Burlington & Quincy	3.34	3.64
Chicago, Rock Island & Pacific	3.43	3.12
Colorado & Southern	5.07	15.18
Fort Worth & Denver City	5.53	6.05
Southern Pacific	2.93	3.74
Union Pacific R. R.	3.52	4.39
Western Pacific	3.48	3.38
Kansas City Southern	3.35	3.07
Missouri-Kansas-Texas	3.92	1.23
Missouri Pacific	3.99	3.07
St. Louis-San Francisco	3.97	3.35
St. Louis Southwestern	3.79	1.65

The above table throws light on what is to be expected from the "OS" reports on each kind of fuel if used to establish fuel equivalents.

If the work performed in one hour by yard engines using coal and the work of hauling one ton one mile were respectively the same on each railroad as when fuel oil is used, one ton of coal would be equivalent to the number of barrels of fuel oil shown in the above table. But before accepting this premise, the reported average unit fuel consumption on the various railroads, and on railroads in the same district using the same kind of fuel, should be noted. In the New England region the average amount of coal consumed per yard engine hour varied from a low of 19 per cent below the average to a high of 75 per cent above. In the same region the coal consumed per thousand GTM varied from a low of 16 per cent below the average to a high of 33 per cent above. In the Central Western region the yard engine hour consumption varied from minus 35 per cent to plus 82 per cent of the average, and the GTM consumption from minus 37 per cent to plus 105 per cent.

In view of the variation in performances noted between railroads particularly in the same territory, it is reasonable to assume that there is also a great difference between the fuel performance on different sections of the same railroad. On systems which use both coal and oil, it is the practice to use each kind of fuel in the territory where it is cheapest to do so. As a consequence, the two fuels are not used in identical services but are used in different locations and under different circumstances.

The average amount of fuel required per yard switching hour

in yard service will depend upon the average size of the engines, the average amount of work done within the average hour, and which class of work preponderates, whether it is transfer switching, terminal switching or classifying cars. The average gross ton-mile requirements in train service will depend upon the average number of locomotives in the train, the average size of the locomotives, the amount of road switching and the proportion of through and way-train operations. Finally, the amount reported will depend upon the approximations indulged in by the carrier in preparing the record. All of these factors are reflected in the different circumstances under which the operations are performed.'

When it is found in the above table, for example, that the N. Y. N. H. & H. results establish a ratio of one ton of coal to 7.94 barrels of fuel oil in yard service and the C. M. St. P. & P. results indicate that one ton of coal is equal to 2.70 barrels of fuel oil in the same class of service, it must be concluded that either the records are inaccurately compiled or the average work of producing one unit is different in the territories where the two classes of fuel are used. Assuming the record is accurate, the coal on the N. Y. N. H. & H. must have been used under conditions more favorable to the low costs on that railroad as compared with conditions where the oil was used. On the other hand, when we find a ratio of 2.70 on the C. M. St. P. & P. the conditions were more favorable where the fuel oil was used than where the coal was used.

Having in mind that equivalents are found from as low as 1.23 barrels of fuel oil to one ton of coal in the above table and as high as 15.18, the reports on each kind of fuel, if used to establish fuel equivalents, will add to the confusion and expand rather than reduce the wide variations in the values of fuel equivalents.

C. E. Day,
Manager, Bureau of Transportation Research,
Southern Pacific Company

New Books...

This Fascinating Railroad Business, by Robert S. Henry. 520 pages. 8¾ in. by 6 in. Bound in cloth. Published by the Bobbs-Merrill Co., Indianapolis. Price $3.50.

The A. A. R.'s chief of public relations in this work has combined his encyclopaedic knowledge of the railroad industry, gained through many years of indefatigable travel and study, with his skill as an historian. The result is a book which will henceforth be standard equipment for every library which assigns any niche whatever to transportation. No other work that your reviewer recalls contains answers to such a wide range of questions which can be asked about the tools and practices of this industry. Aside from being a record in narrative style, which will be read avidly for pure entertainment, the book constitutes a time-saving reference work for everyone with any curiosity about this "fascinating business."

The author employs the historical method. For example, in dealing with track, he relates the various known instances of the use of rails before the advent of steam power. He tells where these "rail-ways" were, the manner and materials of their construction, when they were built, who built them and what they hauled. Every important forward step in the development of the rail and track structure thereafter is similarly recorded—and a survey is given of the gages employed in various countries of the world, with the historical reasons (some extremely curious) for the particular track width or widths each has adopted. The economic as well as the physical factors determining railway location are set forth—not just in abstract, but by a wealth of specific detail.

Characteristics of grades and curves are explained—revealing where the steepest and sharpest are to be found. Enough is told of track work, both historic and contemporaneous, to teach long-experienced railroad men (unless it be track men, and, maybe, even some of them) a great deal about track that they didn't know before. Bridges, tunnels, structures, signals, locomotives (steam, electric and Diesel), freight and passenger cars, shops, terminals, the supply department, freight and passenger service, pricing methods, finance, taxation, personnel—these and other aspects and departments of railway work are dealt with in the same specific detail. An appendix gives financial, trackage, employment, and equipment statistics of the principal individual American, Canadian and Mexican railways.

A chapter of special present interest is one on the railroads in war, and here the author writes with the same recognized authority as an historian and a military man, as he does in the field of transportation.

Though the book has the comprehensiveness of an encyclopaedia, it is not a mere agglomeration of unorganized facts. Colonel Henry understands transportation principles—both physical and economic—and he sees, and writes of, the railroads in reference to a logical pattern. For example, he explains, *the railroad is a track*. This truism is important, because many people think of a railroad as a steam locomotive, forgetting that flanged wheels on metal track are the *essential* characteristic of a *rail*road; and that no form of *road* has yet been able to challenge this one for efficiency. In his chronological account of how track has developed from Queen Elizabeth's time to ours—how a route across the country is the result of compromises between man and nature, how subgrade, drainage, ballast, ties, rails, frogs and fittings have evolved—he never loses sight of the physical and economic forces to which the developing structure has had to conform.

What goes on in shops and terminals? Who sees to it that the right car is in the right place at the right time? How are perishables, express and mail handled? What theoretical considerations and practical compromises lie behind the complex set-up of tariffs, rates, classifications, and exceptions that make up the price list of the industry? How does each of the different departments of the organization mesh with the others to form an ordered whole with a common objective? Such questions are answered in simple, objective, and instructive terms.

The usefulness of this book to the layman who has some interest in railroading is evident. It can be just as useful to the railroad man, too, because it is so full of information about every phase of the business that it is bound to contain a great deal that all but the best-informed have overlooked. Without professing to instruct the specialist in his own specialty, it makes readily accessible a lot of information about all the other fields in which he may not be so well posted.

The First Passenger Railway, by Charles E. Lee. 91 pages. 8½ in. by 5½ in. Bound in cloth. Published by the Railway Publishing Co., Ltd., 33 Tothill Street, Westminster, S. W. 1, London, England. Price $1.20.

Here is an interesting little volume on the origin and history of the first railway in the world to carry passengers on scheduled trains at tariff rates. It is written by a conscientious historian who has probably done more than any other living individual to unearth new data about the very earliest—i. e. before 1800—railroads and tramroads.

The Swansea & Mumbles, now a suburban trolley line running between the Welsh coal port and a nearby seaside resort, has been an independent railroad for 136 years, having been built in 1806 as a tramroad (i. e. with flangeless wheels running in iron channels). Regular passenger service was inaugurated on March 25, 1807, the earliest known date of regular conveyance of passengers by rail, and service was provided by an agent who operated horse-drawn vehicles on the road, paying toll therefor. The author reproduces the earliest known literature describing railroad travel, which was mentioned in a recent issue of the British "Railway Gazette." Miss Elizabeth I. Spence in her "Summer Excursions" records a journey on the Mumbles railway in September, 1807.

Mr. Lee also mentions what is probably the earliest substitution of "bus" service for railway service. It seems that in about 1826 the county in which the Mumbles line was located constructed a new turnpike highway paralleling the railway and that shortly thereafter the railroad suspended passenger service, since it was unable to compete with the horse-drawn omnibus service along the highway. In 1855 the Mumbles railway was relaid with ordinary "edge" rail, and in 1860 regular passenger service was resumed. In 1877 small steam locomotives of the tramway type were used. In 1929 the line was electrified and equipped with double-deck trolley cars.

The book is copiously illustrated with rare photographs and contains a number of helpful maps and diagrams.

The Week in Washington

Eastman Explains Scope of Order 10

Bans bus service for purposes "that relate primarily to entertainment"

General Order No. 10 of the Office of Defense Transportation is intended to "restrict the use of bus tires to services which are necessary, and certainly to prohibit bus operation for purposes that relate primarily to entertainment," said ODT Director Eastman in a May 30 statement clarifying application of the order which became effective June 1. The order prohibits the operation of sightseeing buses and limits the use of charter-bus services to the transportation of members of the armed forces, students and teachers traveling to and from school, employees traveling to and from work and certain others whose transportation was deemed necessary.

"It is the intent of the order," said Mr. Eastman, "to eliminate entirely special services which are operated primarily to serve places of entertainment, such as baseball parks, race tracks, bingo games, circuses, musical and dramatic entertainments and similar occasional events. This is not to be construed by any means as an indication on the part of this Office that such events should be eliminated from our social life. Events of this nature, if prudently managed, are staged at centers of population or on established transit lines.

"Inquiries have also been made as to the operation of special bus service to established communities which are in use only during a few months of the year, such as summer colonies, beaches, parks and established vacation resorts. Where service to such places has been given in the past on a regular basis and an established schedule, the person performing that service is to be permitted to continue provided such transportation cannot readily be performed in whole or in part by existing facilities. If rail service is available to such seasonal communities, that service should be utilized to the limit of its facilities; and if rail service is available part of the way to such points, seasonal bus service should operate only between the nearest rail connection and the seasonal community.

"In recreational areas such as the national parks, bus service may be provided during the season that the parks are open from the nearest accessible rail station to and from hotels when such service is given regularly on an established schedule over a fixed route. Sightseeing tours of the parks or trips primarily 'for the sake of the ride' are prohibited. There will also be special cases where a hotel is so remote that it should not be operated at all because of the excessive use of rubber in transporting patrons and supplies."

Following through along the foregoing lines, ODT's Division of Local Transport announced that it has ruled against the use of buses to serve the Thistledown race track, near Cleveland, Ohio. The buses had been used to transport the race-track patrons a distance of two miles from the end of the nearest rail line of the Cleveland Interurban.

Booth Promoted in Bureau of Service

The promotion of Robert S. Booth from the position of service agent (assistant to the director) to the position of assistant director of the Bureau of Service, effective June 1, 1942, has been announced by the Interstate Commerce Commission.

Service Order No. 77

Because of the war emergency and the "congestion of traffic" at Potomac Yards, Va., the Interstate Commerce Commission has issued Service Order No. 77, suspending provisions in Richmond, Fredericksburg & Potomac, Chesapeake & Ohio, and Southern tariffs which permit shipments of fresh or green fruits and vegetables to be consigned to that gateway for diversion, reconsignment, or holding for orders.

A. A. R. Purchases Watermelon Loading Patent

The Association of American Railroads has purchased a patent which provides a new method for loading and transporting watermelons. The method covers the use of pads of substantial thickness and softness such as burlap casings or bags filled with excelsior, asbestos fibres or cotton, between rows and tiers of melons loaded in freight cars.

Mechanical and Electrical Signals Exempt from Limitation Order

Mechanical and electrical railroad, grade crossing, and highway signals have been exempted by the War Production Board from the restrictions of Limitation Order L-29. Traffic lights alone were exempt in the original order which restricts the use of iron and steel for all signs which are 36 sq. in. or larger in size, and of which at least five per cent of the weight of the sign consists of metal.

The foregoing modification was made by Amendment No. 1, dated June 2, which also restates the lamp or bulb exemptions for electrical signs to make it clear that not only incandescent and fluorescent lamps and tubes, but also neon and all other kinds of tubing used as a source of light, are exempt. Previously the order exempted only lamps or bulbs.

ODT Changes and Delays Truck Rules

Announces several amendments to General Orders 3, 4, 5 and 6

Several amendments to Office of Defense Transportation General Orders 3, 4, 5, and 6, which are designed to conserve motor vehicle equipment and tires, were announced during the past week as the orders' original effective date of June 1 came around. Orders 3, 4, and 5 cover over-the-road operations, applying in turn to common carriers, contract carriers, and private trucks; while Order 6 imposes restrictions on local delivery services.

Postponed from June 1 until July 1 is the effective date of that provision of Orders 3, 4, and 5, prohibiting the operation of over-the-road trucks unless loaded to 75 per cent of capacity on the return trip. The provision requiring that such trucks be loaded to 100 per cent of capacity on outgoing trips became effective June 1, as originally ordered. Another change involves the dividing line between local delivery services and over-the-road operations, placing it at 25 miles beyond the corporate limits of municipalities instead of 15 miles as first provided.

Still other amendments modify Order 5 to permit private carriers to submit plans for joint action with other private carriers; make Order 6 binding on shippers as well as local carriers; relax that order's provisions with respect to newspaper-delivery trucks and coal trucks; extend from June 1 until July 1 the effective date of its application to coal trucks and tank trucks; and exempt from its provisions trucks engaged exclusively in the pick-up or delivery of telegraphic, radio and cable communications and the United States mails. Later, on June 1, came another statement announcing that Orders 5 and 6 had been further revised to include operations of driver-salesmen under the latter. This change affects such operations as delivery of bread, groceries, ice cream, soft drinks and tobacco by driver-salesmen.

Meanwhile the revision orders also embodied what were called clarifications of Order 6 to permit one delivery a day from any one point of origin to any one point of destination; and to permit a local carrier to make an additional delivery on the same day to the same point if the commodity to be transported requires the use of a vehicle exclusively adapted for the transportation of such commodity. In the former connection, the original order had prohibited more than one delivery per day to any one "person."

(*Continued on page 1127*)

Wheeler Opposes Rail Subsidies

Montana solon says management and labor proposed federal grant two years ago

The Senate last week passed H.R. 7008 authorizing the Reconstruction Finance Corporation to issue notes, bonds, and debentures in the amount of $5,000,000,000 in excess of its existing authority.

The bill, as passed by the Senate, was in the same form as approved by the House.

The Senate voted down amendments to the bill proposed by the Senate committee on banking and currency which would have empowered the RFC to make payments of subsidies in certain situations for the purpose of maintaining the price ceilings set under the Emergency Price Control Act.

During the debate on the price subsidy amendments Senator Wheeler, Democrat of Montana and chairman of the interstate commerce committee, voiced his opposition to any subsidy payments for increased freight rate charges. It was his position that if the people of New England and the east want gasoline, they should be willing to pay the extra cost of shipping it by rail "as do the people of Montana and other sections of the country where the only means of transportation is by railroad or pipeline."

"A couple of years ago," he told his colleagues, "representatives of the railroads and the railroad brotherhoods came to me and met jointly with me, as chairman of the Senate committee on interstate commerce, and suggested that the government subsidize the railroads, and said that that was the solution of the railroad problem. I immediately said that so far as I was concerned, I was opposed to it, and that I would fight any subsidies being paid to the railroads by the government because I did not think it was proper for the government to do so; that I thought it was the wrong policy to pursue, and I said to them then that if the government were to begin the policy of subsidizing the railroads the result would be that every industry in the United States would come to Washington and bring pressure on the government to subsidize this, that, and the other industry."

"The railroads," he continued, "wanted a subsidy because, as they said, 'We have to have it in order to exist, because other forms of transportation are taking our business away.' Railroad representatives even proposed to me that a subsidy or loan of $1,000,000,000 be granted, and that a five per cent tax be put on all other forms of transportation to pay back the $1,000,000,000 loan. I said, 'That is perfectly absurd; the other forms of transportation will not stand for it.'"

Senator Brown, Democrat of Michigan, who was in charge of the bill, declared that there was no intention of subsidizing the railroads or the oil companies. Rather, he pointed out, the payments would be made to take care of the difference between the rail freight rate from Norfolk, Va., to New England ports and the water freight rate because of the fact that barges and tankers are unable to operate on the Atlantic coast due to submarine activity. He also told the Senate that the railroads do not want this increased business because they have all the business that they can handle at the present time.

"The Senator says that the railroads do not want the business," interposed Senator Wheeler. "Let me say to the Senator that he did not consult the railroad executives and get that statement from them. They do want the business. In the past such traffic has resorted to tankers, and the railroads have complained because of the fact that other forms of transportation were taking their business away from them."

The Senator from Montana also asserted that freight rates to New England are being raised, not because of the war, but because the Interstate Commerce Commission increased freight rates on the railroads at the time the railroad brotherhoods received their increase in wages. "I never felt," he concluded, "that the railroads needed so great an increase in freight rates as they received."

Antitrust Division an Intervenor on Allied Van's Proposed Pool

The Interstate Commerce Commission has authorized the Antitrust Division of the Department of Justice to intervene in the proceeding involving the application of Allied Van Lines, Inc., for approval of a plan for the pooling and division of traffic and earnings of some 335 carriers of household goods operating throughout the country. Allied's application was noted in the *Railway Age* of February 21, page 423.

April Locomotive Shipments

April shipments of railroad locomotives totaled 132 as compared with 125 in March and 74 in April, 1941, according to reports made by builders to the Department of Commerce's Bureau of the Census. Shipments for this year's first four months totaled 446 locomotives, including 166 steam, six electrics, 254 Diesel-electrics, and 20 of other types, as compared with a January-April, 1941, total of 264, including 56 steam, 10 electrics, 184 Diesel-electrics, and 14 of other types.

Unfilled orders at the end of April totaled 1,425 locomotives, including 669 steam, 50 electrics, 670 Diesel-electrics, and 36 of other types. The comparable total as of April 30, 1941, was 622, including 203 steam, 33 electrics, 363 Diesel-electrics and 23 of other types.

Data supplied by the Car Service Division, Association of American Railroads, on locomotive building in railroad shops show that five locomotives (all steam) were thus produced in April, as compared with nine (seven steam and two electrics) in March, and one (steam) in April, 1941. During this year's first four months railroad shops produced 24 locomotives, including 19 steam and five electrics, as compared with five, including three steam and two electrics in the first four months of last year. As of May 1, railroad shops had unfilled orders for 76 locomotives, including 51 steam and 25 electrics.

No Action Now on Full-Crew Laws

Jones announces standardization of sizes and weights and license reciprocity

It has now become evident that the Administration does not place highway trade "barriers" that are alleged unfairly to impede the interstate flow of motor carrier commerce in the same category with railroad trade barriers which take the form of full-crew and train-limit laws. At least, it can now be said that the President's Committee on Federal-State Co-operation (recently appointed to consider all such trade barriers, real or fancied) has no intention of doing anything about state laws which tend to impede interstate railway movements, for, in the words of the committee's chairman, Secretary of Commerce Jesse Jones, "when you go into the question of full-crew and train-limit laws, you open up a Pandora's box."

This position was made quite clear by Mr. Jones on June 1 at a joint press conference which he held with Frank Bane, executive director of the Council of State Governments, to announce that all 48 states have agreed to uniform minimum standard and reciprocal license arrangements with respect to motor transport for the duration of the emergency.

The Secretary of Commerce was asked specifically whether or not full-crew and train-limit laws would come up for consideration in the same manner as the governors of the states were "convinced" that they should eliminate all trucking trade barriers.

"We are not considering doing anything about full-crew and train-limit laws now," replied Mr. Jones. After characterizing the situation with regard to those impedimenta as the same as "opening up Pandora's box," Mr. Jones went on to say that "You can't do anything about that kind of laws."

Asked why similar action couldn't be taken to that announced in reference to trucking laws, he replied that "you have the labor situation and all that goes with it," giving the distinct impression that his committee will try very hard to avoid having anything to do with that type of trade barrier.

As pointed out in last week's issue, the executive committee of the Governors' Conference had agreed to join in urging President Roosevelt to act if any state had failed within 10 days from May 20 to bring its size and weight restrictions on motor vehicles into line with the so-called MacDonald formula which has been developed by Public Roads Administrator Thomas H. MacDonald. The 10 days' time limit expired at midnight on June 1, the day that Mr. Jones announced the unanimous action by the 48 states.

The Secretary of Commerce in making the announcement expressed the conviction that the governors of the 48 states and Mr. Bane had performed a genuine service to the country as a whole in bringing about

(*Continued on page 1127*)

Still Thinks Jobless Benefits Inadequate

Latimer reiterates view that tax on carriers should not be lowered

Chairman Murray W. Latimer of the Railroad Retirement Board still thinks that benefits under the Railroad Unemployment Insurance Act "are going to be found insufficient to do the job that they ought to do," and until they are further liberalized he remains opposed to any reduction in the three per cent unemployment insurance tax, which is paid entirely by the carriers. Mr. Latimer reiterated his views in that connection when he testified last March before a sub-committee of the House of Representatives committee on appropriations, which was framing the fiscal 1943 Labor-Federal Security Appropration Bill.

The bill carries Retirement Board appropriations for the fiscal year ending June 30, 1943, and the testimony presented at the March hearings was made public when the bill was reported to the House on June 3.

Mr. Latimer's opposition to a reduction in the unemployment insurance tax was expressed in response to questions from Representative Tarver, Democrat of Georgia, who brought out that the unemployment insurance fund had reached a total of $242,100,298, and then went on to ask if Congress should not consider "suspending the collection of the tax until there might be a recurrence of unemployment." Mr. Latimer replied that "under the theory which underlies unemployment insurance, the fund ought to be accumulated in times like the present for the payment of benefits during periods when times are not so good." He went on to say that there has been no period of depression since the unemployment insurance system was established.

The Retirement Board chairman then conceded, however, that there may be reason for saying that the present level of benefits is such that "the existing financial basis is not required." He added that before considering a lower tax Congress should ask itself if the benefits are going to be "sufficient adequately to carry the men who are supposed to benefit from the tax proceeds over the period of a depression." To Mr. Latimer, the answer "is very clearly in the negative."

Mr. Tarver pointed out that the average annual benefit payments for three years have been $13,000,000, and he calculated that the fund is now adequate to carry that average load for 18 years. Mr. Latimer did not think that "by any stretch of the imagination" the past three years can be taken as typical.

Mr. Tarver was also interested, as he had been in previous years, in what he regards as the relatively high ratio of administrative costs to benefit payments under the Unemployment Insurance Act. It was 26.17 per cent for the eight months ended February 28, 1942, and 19.11 per cent for the fiscal year ended June 30, 1941. Mr. Latimer explained that the Board operates its employment service in connection with the unemployment insurance system. In these times, he said, the employment offices are busy finding employees needed by the railroads—all of which costs money in the administrative-expense column while the benefit payments are dropping because there is less unemployment.

In addition to the foregoing, Mr. Latimer's testimony covered the transfer of the Board from Washington to Chicago, the volume and status of its work, the labor situation in the railroad industry, and explanations of the appropriations sought. The bill as reported by the committee gave the Board a total of $3,041,000 to administer the retirement system during fiscal 1943. This is the same as the budget estimate, but $109,000 less than the comparable figure for the current fiscal year. Also, the bill appropriates to the Railroad Retirement Account in the Treasury $214,801,000, an increase of $73,951,000 over the previous year. Funds for administering the unemployment insurance system are provided from the unemployment insurance tax collections.

Appointments to ODT's Division of Transport Conservation

Harold J. Drescher, of New York, has been appointed executive assistant to John R. Turney, director of the Division of Transport Conservation, Office of Defense Transportation. Charles L. Dearing, of Washington, D. C., has been named consultant in the Division.

Mr. Drescher has been a director of the Cayuga Omnibus Corporation, and general counsel and secretary of Exposition Greyhound, Inc. Mr. Dearing, a member of the staff of the Brookings Institution, is the author of "American Highway Policy" (commented upon in *Railway Age* editorial columns in the May 30 issue), and "Automobile Transportation in the War Effort."

Compliance with ODT Orders Won't Impair Motor Carrier Rights

Taking a position like that which it recently assumed in connection with water-carrier operations, the Interstate Commerce Commission has advised Director Eastman of the Office of Defense Transportation that interruptions of motor carrier services pursuant to ODT orders will be viewed by the commission as interruptions beyond the control of the carriers involved. The statement of policy came in a May 27 letter from Acting I. C. C. Chairman Aitchison to Mr. Eastman.

Mr. Aitchison went on to say, however, that motor carriers should file with the I. C. C. a notice of contemplated suspensions together with a copy of the ODT order involved. These will be placed in the dockets relating to the carriers' operating authority. Also, the I. C. C. will expect the motor carriers to revise their rate publications, publishing supplements to indicate service curtailments and changes in rates and charges which will follow compliance with ODT orders. Finally, Mr. Aitchison recommended that future ODT orders include provisions requiring the motor carriers involved to file the foregoing documents with the commission.

4 Mo. Net Income Was $149 Million

Net railway operating income for the same period was $324,709,106

Class I railroads in the first four months of this year had an estimated net income, after interest and rentals, of $149,000,000, as compared with $76,299,000 in the corresponding period last year, according to the Bureau of Railway Economics of the Association of American Railroads. The four-months' net railway operating income, before interest and rentals, was $324,709,106, compared with $252,401,451 in the first third of 1941. The rate of return for the 12 months ended April 30 averaged 4.06 per cent, compared with 2.98 per cent for the 12 months ended April 30, 1941.

April's estimated net income was $57,900,000, compared with $7,264,000 in April, 1941; while net railway operating income for that month was $101,994,561, compared with $52,074,739 in April, 1941.

Total operating revenues in the four months amounted to $2,055,982,737, compared with $1,527,115,220 in the same period in 1941, an increase of 34.6 per cent. Operating expenses totaled $1,403,367,599, compared with $1,082,825,989, an increase of 29.6 per cent.

Class I roads in the four months paid $276,135,810 in taxes, compared with $149,495,982 in the same period in 1941. For April alone, the tax bill amounted to $88,595,489, an increase of $51,555,124 or 139.2 per cent above April, 1941. Twenty-eight Class I roads failed to earn interest and rentals in the four months, of which 11 were in the Eastern district, two in the Southern district, and 15 in the Western district.

Gross for April totaled $572,515,414 compared with $375,008,369 in April, 1941, while operating expenses totaled $366,780,585 compared with $274,938,371.

Class I roads in the Eastern district in the four months had an estimated net income of $67,000,000 compared with $56,491,000 in the same period last year. Those same roads had a four-months' net railway operating income of $137,005,543, compared with $129,454,822 in the same period in 1941. Gross in the Eastern district in the four months totaled $993,390,715, an increase of 29.7 per cent compared with the same period in 1941, while operating expenses totaled $689,025,866, an increase of 28.4 per cent above 1941. The April estimated net income in the Eastern district was $29,800,000 compared with $803,000 in April, 1941. Net railway operating income amounted to $47,338,537 compared with $18,916,689 in April, 1941.

Class I roads in the Southern district in the four months had an estimated net income of $32,800,000 compared with $21,908,000 in the same period last year. Those same roads had a net railway operating income of $55,161,353 compared with $44,214,661 in the same period of 1941. The four-months' operating revenues in the Southern district totaled $291,782,669, an

increase of 35.4 per cent compared with the same period in 1941, while operating expenses totaled $190,039,652, an increase of 30.3 per cent above 1941. In the Southern district for April the estimated net income was $10,400,000 compared with $3,574,000 in April, 1941; net railway operating income amounted to $16,318,533 compared with $9,654,206 in April, 1941.

Class I roads in the Western district in the four months had an estimated net income of $49,200,000 compared with a deficit of $2,100,000 in the same period last year. Those same roads had a net railway operating income of $132,542,210, compared with $78,731,968 in the same period in 1941. Operating revenues in the Western district in the four months totaled $770,809,353, an increase of 41.3 per cent compared with the same period in 1941, while operating expenses totaled $524,302,081, an increase of 30.9 per cent above 1941. April's estimated net income in the Western district was $17,700,000 compared with $2,887,000 in April, 1941. Net railway operating income amounted to $38,337,491 compared with $23,593,844 in April, 1941.

CLASS I RAILROADS—UNITED STATES

	1942	1941
Month of April		
Total operating revenues	$572,515,414	$375,008,369
Total operating expenses	366,780,585	274,938,371
Operating ratio—per cent	64.06	73.32
Taxes	88,595,489	37,040,365
Net railway operating income (Earnings before charges)	101,994,561	52,074,739
Net income, after charges (estimated)	57,900,000	7,264,000
Four Months Ended April 30		
Total operating revenues	$2,055,982,737	$1,527,115,220
Total operating expenses	1,403,367,599	1,082,825,989
Operating ratio—per cent	68.26	70.91
Taxes	276,135,810	149,495,982
Net railway operating income (Earnings before charges)	324,709,106	252,401,451
Net income, after charges (estimated)	149,000,000	76,299,000

Revenue and Traffic of Carriers by Water

Classes A and B water carriers reporting to the Interstate Commerce Commission for 1941 had in that year gross freight revenue of $188,497,537 and gross passenger revenue of $20,332,775, increases over 1940 of 7.2 per cent and 21.7 per cent respectively. The data were compiled by the Bureau of Statistics from 136 reports, the Class A carriers being those with annual operating revenues of more than $500,000, while those with an annual gross between $100,000 and $500,000 fall into Class B.

The Class A group accounted for $172,328,083 of the 1941 freight revenue and for $19,552,379 of the passenger revenue noted above. The water lines of both classes carried in 1941 a total of 63,998,334 tons of freight and 8,581,613 passengers.

One Bureau for Water Carriers and Forwarders

Preparing for its work of regulating freight forwarders under the recently-enacted Part IV of the Interstate Commerce Act, the Interstate Commerce Commission has changed the name of its Bureau of Water Carriers to Bureau of Water Carriers and Freight Forwarders.

After making this announcement, a May 28 notice from I. C. C. Secretary W. P. Bartel had this to say: "This bureau, in addition to its present duties, will have administrative charge of the work connected with receiving and filing applications for permits to engage in service as a freight forwarder under Part IV of the Interstate Commerce Act and with issuing such permits after action by the commission or a division thereof on such applications. Other matters connected with the administration of Part IV in due course will be assigned to other existing bureaus of the commission. A revision of the commission's organization schedule and assignment of work and functions is in preparation for the purpose of distributing its new duties under Part IV among the present divisions of the commission."

Oil Loadings Exceed 700,000 Barrel Mark

Exceeding for the first time the 700,000-barrel mark, daily tank car movement of petroleum and petroleum products to the east coast reached the record level of 706,800 barrels daily during the week ended May 23, according to an announcement by Petroleum Coordinator Harold L. Ickes. To carry this record total, Mr. Ickes said that the railroads used a total of 53,400 tank cars drawn from all parts of the country.

Meanwhile, Representative Beiter, Democrat of New York, inserted in the Appendix of the Congressional Record of June 2 an extension of remarks in which he praised the railroads for the job they are doing in carrying oil to the east coast.

"The oil industry and the railroads," he declared, "are working hand in hand in an effort to increase further the amount of oil that is being moved. Approximately 45,000 tank cars are now being used in this service. Recently plans were made to increase this number by 15,000. As soon as this can be done, oil and transportation experts estimate that the daily flow of oil into the eastern states will amount to between 800,000 and 900,000 barrels daily, or approximately 75 per cent of the minimum requirements under the rationing system now in force. The railroads expect to maintain this heavy movement this fall in the hope that existing stocks on the east coast can be increased."

At the same time Mr. Ickes reported that all-rail shipments of bituminous and anthracite coal to the New England area increased an average of 43 cars daily during the week ended May 23 as compared to the week ended May 16. On the basis of statistics furnished by the Association of American Railroads, Mr. Ickes said that 7,975 cars of coal or approximately 438,625 tons, were moved through railroad gateways into New England during the week's period.

Equipment Depreciation Orders

Equipment depreciation rates for six railroads, including the Chicago, Milwaukee, St. Paul & Pacific, have been prescribed by the Interstate Commerce Commission in a new series of sub-orders and modifications of previous sub-orders in No. 15100, Depreciation Charges of Steam Railroad Companies. The composite percentages for all equipment range from 3.96 per cent for the Donora Southern to 8.2 per cent for the Scaneateles Short Line.

The Milwaukee's composite percentage is 4.17 per cent, derived from prescribed rates as follows: Steam locomotives, owned, 4.41 per cent, leased, 3.49 per cent; other locomotives, owned, 4.43 per cent; freight-train cars, owned, 4.03 per cent, leased, 3.53 per cent; passenger-train cars, owned, 4.01 per cent, leased, 3.76 per cent; floating equipment, owned, 4.75 per cent; work equipment, owned, 6.4 per cent, leased, 6.85 per cent; miscellaneous equipment, owned, 15.23 per cent, leased, 16.06 per cent.

J. W. Small Named Associate Director of ODT's Rail Division

John W. Small, who retired in 1930 from the position of chief mechanical officer of the Chesapeake & Ohio, has been appointed associate director of the Office of Defense Transportation's Division of Railway Transport. Mr. Small, who will be in charge of mechanical operations, came to ODT from the War Production Board, where he had served since the first of the year on the staff of the Transportation Branch.

Mr. Small was born September 24, 1870, at Chatham, Ont., and entered railroad service as a machinist's apprentice on the Northern Pacific. He was next employed in turn as a machinist on the Oregon Short Line, N. P., and Southern Pacific, remaining with the latter to rise through the positions of gang foreman, roundhouse foreman, and assistant master mechanic to become master mechanic in 1906. From 1906 until 1910, Mr. Small was superintendent of motive power of the S. P. Mexican lines. In 1910 he became associated in the same capacity with the Kansas City Southern, and in the following year he accepted a like position with the Missouri Pacific. Later in 1911, Mr. Small went with the Sunset Central Lines (now parts of Southern Pacific, Texas and Louisiana Lines) as assistant general manager, a position which he retained until 1913, when he was appointed superintendent of motive power of the Seaboard Air Line. During federal control he was mechanical staff officer to the regional director of the Southern Region; and from April, 1921, until July, 1922, he was superintendent of motive power for the Cuba Railroad. Mr. Small became chief mechanical officer of

the C. & O. in January, 1923, retaining that position until his retirement in 1930. Since that time he served from 1933 until 1936 as mechanical assistant to O. C. Castle [now an assistant director of the Division of Railway Transport], who was then director of the Section of Car Pooling in Mr. Eastman's Federal Coordinator of Transportation organization.

"Extreme" Travel-Control Measures A "Distinct Possibility," Says Eastman

While he hopes it will not be necessary to resort to "extreme measures" to control travel, Director Eastman of the Office of Defense Transportation nevertheless foresees that such action "is a distinct possibility for the future." The ODT director spoke thus in a transcribed radio interview being presented this week by local chambers of commerce as one of the United States Chamber of Commerce's "Action on the Home Front" series.

Interviewed by Hardy Burt, Mr. Eastman told about the relationship of ODT to the carriers, and went on to discuss problems which the volume of wartime traffic has brought to transportation agencies at a time when they are unable to obtain sufficient materials to expand their facilities. Asked if there were any chance of the transportation system "bogging down," Mr. Eastman conceded that "there is such a chance"—"more of a chance than I wish it were"; but he believes "the job can be done, if we all put our hearts in it and pull together."

The ODT director called the rubber shortage a "profoundly disturbing" prospect, adding that existing motor vehicles and their tires "are now the most precious stockpile which the country possesses—much more precious, in my opinion, than the gold pile in Kentucky—and one which must be protected and conserved at all cost." In expressing his hope that drastic travel-control measures will not become necessary, Mr. Eastman suggested that all can help by avoiding unnecessary journeys, by spreading vacations over the year, and by beginning and ending vacation trips in the middle of the week instead of the weekend.

Conservation Program for Farm Trucks and Automobiles

Farmers throughout the country are being urged by the Office of Defense Transportation and the Department of Agriculture to cooperate on a comprehensive program for the conservation and more efficient use of farm trucks and automobiles. State and county War Boards already functioning under the Department of Agriculture will carry out the plan, initiating local conservation programs, said a May 28 announcement.

In a recent letter to the War Boards, Secretary of Agriculture Wickard said that his department was glad to cooperate with ODT because he realizes "that attainment of agricultural production goals will be meaningless unless there is assurance that essential farm products, when ready for market, can be quickly brought to processing, storage or consumption centers."

Meanwhile, ODT Director Eastman told the farmers that they can assist in the program "by avoiding trips to market with less than full loads whenever possible, and by making every possible effort to purchase their supplies at times when it will be possible to haul them to farms on return trips." Mr. Eastman also stressed the necessity for riding together when attending church, social events and other functions; and he suggested the elimination of all unnecessary events. Finally, the ODT director urged operators of farm trucks to follow ODT's "preventative maintenance plan."

Pelley Hails New High in Tons Per Car Achieved in 1941

By loading 38.2 tons per freight car, on the average, shippers by rail established a record in 1941, John J. Pelley, president of the Association of American Railroads, announced on June 2. This is an average of half a ton more than in 1940 and an increase of four and a half tons in the past 20 years.

"The new high record in the tonnage carried by the average freight car," Mr. Pelley commented, "is the result of a determined campaign conducted for years by

* * *

Harris & Ewing

Railroad Officers and Car Builders Attending War Production Board Meeting on Car Material — Washington, D. C., May 25-27

Left to right seated around table—A. A. Agnew, Fruit Growers Express; D. R. Elmore, Fruit Growers Express; F. C. Holton, Virginian; W. S. Custis, Virginian; R. L. Kleine, Penna.; H. W. Jones, Penna.; E. J. Lamneck, Penna.; Cyrus Hankins, Wine Ry. Appliance; J. C. Angsten, Trans. Bd. WPB; O. J. Parks, Trans. Bd. WPB; W. A. Clem, Reading; S. F. Udstad, Trans. Bd. WPB; E. Houer, ODT; E. R. Buck, Wab.; G. S. Goodwin, C. R. I. & P.; T. M. Cannon, C. M. St. P. & P.; B. B. Melgaard, C. M. St. P. & P.; F. J. Jumper, U. P.; D. W. Odiorne, Trans. Bd. WPB (Presiding); O. Jabelman, U. P.; E. L. Fries, U. P.; G. W. Cox, N. Y. C.

Second row seated left to right—A. C. Card, U. P.; E. J. Becker, S. P.; J. C. Kirk, C. R. I. & P.; L. R. Schuster, S. P.; H. G. Sever, Mt. Vernon Car; H. H. Williams, A. C. & F.; J. E. Tesseyman, Bethlehem Steel; H. Streader, A. C. & F.; J. H. Van Moss, A. C. & F.; C. A. Becker, N. Y. C.

Third row seated left to right—T. A. Collison, Mt. Vernon Car; E. P. Moses, N. Y. C.; J. T. Soderberg, Penna.; T. P. Irving, C. & O.; V. R. Weiss, General American; R. W. Thompson, General American; H. J. Deibel, Pressed Steel; C. R. Vincent, Mt. Vernon Car; G. A. Suckfield, Pressed Steel; F. M. Cowgill, Ralston Steel Car; Victor Willoughby, A. C. & F.

Standing left to right—K. C. Gardner, Greenville Steel Car; K. Moody, U. P.; R. L. Gillespie, Bethlehem; E. P. Gangeware, Reading; K. L. Brenner, Wab.; H. E. Hinds, C. B. & Q.; W. A. Pownall, Wab.

railroads and shipper organizations to obtain maximum loading. The drive has been intensified since the beginning of the national defense program, and shippers are cooperating with the railroads in getting greater use out of railroad equipment by increasing the amount of freight carried by each car."

Nearly every commodity was loaded more heavily last year. The largest increase was in the case of agricultural products, the average load of which rose from 27.6 tons in 1940 to 28.5 tons in 1941—a jump of nine-tenths of a ton. The figure for the animals and products group went up half a ton; manufactures and miscellaneous, half a ton; products of mines, four-tenths of a ton, and forest products, one-tenth of a ton.

Two Rail Subsidiaries Ordered to Co-ordinate Bus Services

The Burlington Transportation Company and the Interstate Transit Lines, subsidiaries respectively of the Chicago, Burlington & Quincy and the Union Pacific, have been directed by the Office of Defense Transportation to coordinate their bus operations between Omaha, Nebr., and Los Angeles, Calif., and between Omaha and Sioux City, Iowa. The order (Special Order ODT No. B-2) which becomes effective June 10 is based on a voluntary plan submitted by the two companies and approved by the Department of Justice.

The coordinating plan contemplates that each company shall reduce schedules, permit limited interchange of tickets, share certain terminal facilities and otherwise revise their operations to save tires and equipment. Each is required to discontinue one daily round-trip schedule over the routes involved, an action which is expected to result in a saving of 232,000 bus miles a month. In addition, the two lines are instructed to rearrange their schedules so as to avoid duplicating departure times and provide "reasonable" frequency of service.

The order further directs Interstate to share its station facilities with Burlington at certain intermediate points; and it also requires that ticket sales and information be handled on an impartial basis.

Says Trustee Must Pay Franchise Taxes

The United States Supreme Court by denying certiorari has held in effect that a trustee of a railroad in reorganization proceedings under section 77 of the Bankruptcy Act is authorized to and must pay state corporate franchise taxes. The case, in which the court denied certiorari on June 1, involved the payment of corporate franchise taxes in the state of New York by the trustee of the Fonda, Johnstown & Gloversville.

The trustee had contended that he did not exercise the corporate franchise so as to be subject to the state tax and that the taxes are not payable as administration expenses in the absence of a showing that their payment would in any way promote the administration of the estate or benefit the persons interested therein.

The Circuit Court of Appeals for the second circuit held that the taxes were payable as administration expenses for the period both before and after enactment of the Act of June 18, 1934, which provides that the trustee appointed by the United States district court is authorized by the court to conduct business which shall be subject to all state and local taxes applicable to such business the same as if it were an individual or corporation. By its denial of certiorari, the Supreme Court upholds the lower court decision.

Car Materials May Be Sold Between Producers or Suppliers

The War Production Board has ruled that materials used in the construction or repair of railroad cars may be sold between producers or suppliers regardless of the restrictions on deliveries of iron and steel products contained in General Preference Rating Order M-21. Amendment No. 2 to Supplementary Limitation Order L-97-a-1, issued May 28, provides that any producer or supplier may sell and deliver to any other producer or supplier or to a railroad any car parts designed for construction or repair, provided the material contained in them was obtained under a preference rating.

Purchasers of such parts, the WPB announcement pointed out, must endorse a statement to sellers that materials acquired will be used only in the construction or repair of railroad cars. "This amendment," it went on, "is intended to clear up questions relating to the possible effect of M-21, which restricts deliveries of iron and steel products, upon sales of car parts on unrated orders, inasmuch as L-97-a-1 canceled preference ratings for deliveries of materials going into the manufacture of these parts."

Insurance Against Enemy Attack

Railroad facilities are on the list of properties for which rates for insurance against enemy attack are quoted in a June 2 statement wherein Secretary of Commerce Jones announced that arrangements have been worked out with the fire insurance industry to act as fiduciary agents for the War Damage Corporation in writing policies. Property on the list for which rates have been established is classified as "fire resistive construction," "ordinary construction," and "non-classified," the listing of railroad facilities appearing under the latter heading with annual rates per $100 as follows: Railroads and public utilities, 30 cents; rolling stock, 25 cents; roadbeds and trackage, 10 cents.

Regulations covering the insurance require that on all property other than farm buildings and dwellings "a 50 per cent coinsurance clause will be required, with fixed credits from the established rates for coinsurance above 50 per cent." Mr. Jones warned that it will be necessary for anyone who wants protection to apply as soon as the necessary blanks are available, "because the blanket protection now in force will expire, by law, June 30th." He went on to suggest that applicants should contact their local fire insurance agent or broker, since "a great majority of those writing fire insurance will participate."

Policies will be issued for a 12-month period to cover physical loss of real and personal property "which may result from enemy attack or action by our own forces in resisting enemy attack." Blackout, sabotage, capture, seizure, pillage, looting, use and occupancy, rent, rental value, or other indirect loss of consequential damage will not be covered.

R. L. E. A. Opposes Wage "Freezing"

"Organized railway labor is unqualifiedly opposed to any program of wage freezing, and we will resist it vigorously," said a May 29 statement issued by the Railway Labor Executives' Association. The statement conceded that President Roosevelt's recent stabilization message called in part "for the stabilization of wage earners' incomes," but it went on to assert that the President made it clear that "he did not favor any wage freezing program."

Statements along the latter lines, R. L. E. A. went on, have come from "some of the President's swivel chair generals," indicating that such generals "may be more in sympathy with the view of low-wage employers than with those expressed by their Commander-in-Chief." Other proponents of wage freezing are similarly assailed as the pronouncement goes on to assert that "any arbitrary freezing of wages without careful regard for the well-known fact that many wage scales are now substandard, would simply mean freezing un-American and unhealthful standards of living for millions of our people."

Among other statements in support of its position, R. L. E. A. contended that of the several elements which the President said needed controlling, none is being "effectively" controlled; whereas "the one element of wages which in the opinion of the President does not need controlling is the only factor that is actually being controlled." The War Labor Board and other agencies, it went on, "are controlling and stabilizing wages, but the control of prices . . . is largely a matter of much ineffectual talk and little really effective action." Moreover, it further asserted, Congress and the War Production Board "have indicated a very pronounced reluctance to freeze, or even cool off, the tremendous profits being piled up by some big industries. . . ."

Two Roads and Three Shippers Fined for Elkins-Act Violations

Fines of $5,000 and $7,000 were imposed on the Louisville & Nashville and the Southern, respectively, in the United States District Court for the Eastern District of Tennessee following their May 28 pleas of *nolo contendere* to informations filed against them, according to advices received by the Interstate Commerce Commission. The commission has also been advised that on the same date three shippers, the Athens Stove Works of Athens, Tenn., Hardwick Stove Company, and

Dixie Foundry Company of Cleveland, Tenn., were each fined $3,000 when they entered pleas of *nolo contendere* to informations filed against them.

"The informations," said the June 1 statement from I. C. C. Secretary W. P. Bartel, "charged the Louisville & Nashville with having unlawfully and knowingly granted concessions to the Athens Stove Works, in violation of Section 1 of the Elkins Act, and the Southern with having unlawfully and knowingly granted concessions to the Hardwick Stove Company, Dixie Foundry Company and the Athens Stove Works, and charged the shippers with having unlawfully and knowingly solicited, accepted and received concessions from the carriers. The violations involved manipulations of the provisions of Rule 34 of the Consolidated Freight Classification in the placing by the carriers and the use by the shippers of cars purportedly at variance with shippers' orders."

Mr. Bartel pointed out that "the violations were committed during the years 1940 and 1941 and the investigation was instituted and completed by the Bureau of Inquiry prior to the issuance of Service Order 68." That order, effective since February 15, suspends those provisions of Rules 24 and 34 and other tariffs containing similar provisions with respect to the furnishing, substitution and use of multiple cars for single shipments.

New WPB System for Tracing Flow of Materials

A uniform classification system which is designed to enable the War Production Board to trace the flow of materials in terms of end use, from primary producers to finished products was announced June 2 by J. S. Knowlson, director of the Division of Industry Operations. The system—Allocation Classifications—will be used on purchase orders and reports to WPB, and will supersede a variety of use classifications now required under materials ("M") orders.

Allocation Classification symbols must be used on all orders placed by manufacturers, fabricators, primary producers, etc., after June 30, and on all such orders which call for deliveries after July 31, regardless of when the orders are placed. Purchases by retailers, and purchases by distributors for resale are exempt from the requirements, which is embodied in Priorities Regulation No. 10.

Applications under the Production Requirements Plan for the fourth quarter of this year must identify the end use of materials for which application is made by means of this standard Allocation Classification. The symbols will thus become a principal method of checking the requirements and distribution of materials for war and essential civilian purposes.

Numbers from 1.00 to 23.00 have been assigned to all major classes of military, industrial and civilian uses. These broad end use classifications are subdivided as necessary by the use of numbers after the decimal point. In addition, letters known as purchasers' symbols are assigned to broad classes of purchasers, including army, navy, foreign purchasers, etc. Both the allocation and purchasers' symbol will be placed on each contract or purchase order, so that the supplier and the WPB will be able to ascertain the end use of the material ordered and the classification of the purchaser.

House Rejects Florida Pipeline Proposal

Despite last minute Administration appeals from the floor, the House of Representatives on June 1 rejected by a voice vote the proposal to ease the east coast oil shortage by authorizing $144,000,000 for the construction of a pipeline and barge canal across Florida and the deepening and enlarging of the Atlantic and Gulf intracoastal waterways. The bill under consideration was H. R. 6999, introduced and sponsored on the floor by Representative Mansfield, Democrat of Texas and chairman of the rivers and harbors committee.

Defeat of the measure which had been officially blessed by the Administration can be laid to several factors. These include a split in the Florida delegation with members from the northern part of the state favoring the proposal and those from the southern part urging its defeat; fear on the part of some members that the bill was merely "an opening wedge" toward the construction of the controversial Florida ship canal which has so far been blocked in Congress; a belief that the pipeline should not have been linked up with the waterway and canal phases of the bill and that the President now has ample power under the Cole Pipeline Act to construct the line if he deems it necessary; and lastly, that the bill should not have been brought up under a suspension of the rules which limited debate to 20 minutes on each side and prevented amendments.

Moreover, under the suspension of rules procedure, a two-thirds vote was required, while the bill could have been passed by a simple majority, under the regular procedure.

During the brief debate on the measure, Representative Johns, Democrat of Florida, told the House that there already is one barge canal across Florida and that it would be much easier and cheaper to deepen this one instead of building another one. "There is a division of the people down in Florida as to whether they want any additional canal across there or not," he declared. "Southern Florida does not want any, Northern Florida does."

A typical sentiment expressed by several members of the House was voiced by Representative Dondero, Republican of Michigan, when he told his colleagues that "there is no need for this House to pass any legislation granting authority to the Administration or the President to build pipelines; that authority was granted July 30, 1941; and the President now has complete, ample, and adequate authority to build pipelines anywhere in the United States as long as it is connected with national defense."

* * *

To Promote Interest in the Sale of U. S. War Savings Bonds, the Illinois Northern Has Stenciled "Buy-Buy-Bonds—Bye-Bye-Japs," on Both Sides of All of Its Locomotive Tenders, As Shown in the Above Illustration

B. of R. C. Wins Round in N. C. & St. L. Representation Fight

Preparing the way for further balloting in connection with the dispute over representation of Nashville, Chatanooga & St. Louis clerical employees, which "has persisted intermittently since 1921," the National Mediation Board has ruled that so-called "personal offices forces" shall not be eligible to vote. The Board thus accepted the contention of the Brotherhood of Railway Clerks, rejecting that of the Nashville, Chatanooga & St. Louis Clerks' Association, which now represents the employees involved under an agreement effective May 19, 1921, and revised February 12, 1932.

Personal office forces are those employed in the offices of the road's executives, such as chief clerks, secretaries, stenographers, etc. While such employees are partially covered by the N. C. & St. L. agreement with the Association, the Board found in effect that substantative provisions of the agreement did not apply to them. As the Board put it in one comment, the personal office forces "might just as well not be covered by the agreement insofar as any practical benefits are concerned." Also, it found court authority for its action.

The case arose last January when the Clerks asked the Board to order balloting to determine the representation of two

separate groups of N. C. & St. L. employees—one group embracing "clerks and messengers and other office employees," and the other covering the group "commonly known as clerical, office, station and storehouse employees" other than the above. The separation of the employees into two groups, the Board pointed out, was to conform to a court decision arising out of a previous proceeding involving the same workers.

It was from the first group that the Board excluded the personal office forces. It then proceeded to order separate ballots for each of the two groups. Also, in the same decision it ordered a ballot to determine the representation of "red caps" employed by the N. C. & St. L. The case involving the clerical employees is docketed as R-875, and the "red cap" case is R-874.

ODT Has Submitted 28 Anti-Trust Programs

Twenty-eight programs have been submitted to the Department of Justice by the Office of Defense Transportation in line with the recent agreement between that Department and the ODT regarding relief from anti-trust law prosecutions, according to a Senate judiciary committee report submitted this week on S. 2431, the bill to suspend the operation of the anti-trust laws and the Federal Trade Commission Act in certain instances requisite to the prosecution of the war.

Included also in the list of programs submitted to the Attorney General was one from the Interstate Commerce Commission. This program dealt with a request from the commission as to whether the railroads would be prosecuted under section 15(11) of the Interstate Commerce Act for disclosing information in regard to coal shipments to various coal transshippers committees at Norfolk, Cleveland, and other points. Section 15(11) of the Act forbids railroads to disclose the identity of shippers, and since they had been giving this information to the committees during the war emergency, they desired to know whether or not they would be prosecuted. The commission was informed that the Department of Justice would take no action against them for the violation.

Meanwhile, a curious situation has arisen in regard to S. 2431 and S. 2250, the bill to mobilize the productive facilities of small business. S. 2431 would give the Chairman of the War Production Board the power to suspend the operation of the anti-trust laws and the Federal Trade Commission Act only upon approval by the Attorney General, while S. 2250 would give this power to the WPB chairman after consultation with the Attorney General. Thus the former bill would still give the Attorney General a veto power on any suspensions of the anti-trust laws, while the latter would give all the power to the WPB chairman.

S. 2431 has been favorably reported to the Senate, while S. 2250 has been agreed to by a conference committee.

Money for Mediation Board

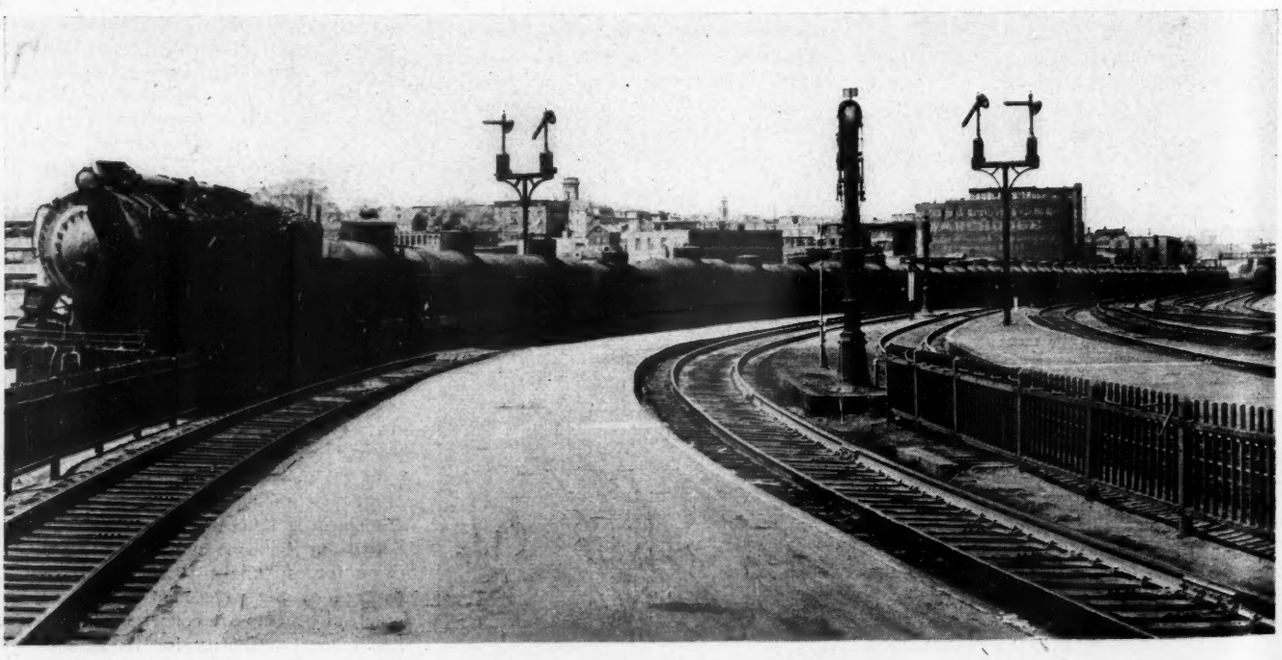
Appropriations totaling $405,415 for the National Mediation Board and National Railroad Adjustment Board for the fiscal year ending June 30, 1943, are carried in the Labor-Federal Security Appropriation bill which was reported to the House of Representatives on June 3 from the committee on appropriations. This is $46,273 less than the $451,688 appropriated for the current fiscal year, although the latter included a deficiency appropriation of $55,000 for emergency boards, the unexpended balance of which is reappropriated without being included in the $405,415 total mentioned above.

* * *

With the reporting of the bill, the committee made public testimony offered at hearings last April. Appearing for the Mediation Board were Chairman David J. Lewis, George A. Cook, a member of the Board, and Secretary Robert F. Cole. The Adjustment Board was represented by Paul M. Carter, one of the labor members.

During the course of the Mediation Board presentation, committee members indicated their interest in the Toledo, Peoria & Western strike situation; and it was discussed by Mr. Cook. He asserted that the strike came "only after the carrier had declined to arbitrate," the employees having sought arbitration. Without explaining how the law leaves either party free to reject arbitration, or that the Mediation Board did not certify the dispute to the President for the appointment of an emergency board, Mr. Cook gave a "that is right" reply to a committee member's suggestion that "you found in that case just a recalcitrant employer who refused to mediate the dispute." Later Mr. Cook was asked if the government would not be "in a rather awkward position of being mediator and at the same time defendant" should a new dispute arise on the T. P. & W. He made an off-the-record statement in reply.

Committee members were also interested in the Board's request for $5,000 for communication service. Secretary Cole explained that much long-distance telephoning and telegraphing is done to expedite the Board's work in the field and to "get on top of" emergency situations promptly. Representative Tarver, Democrat of Georgia, asked why the railroads should not be required to transmit the Board's messages over their wires. Chairman Lewis said that would be up to Congress, but Mr. Cook suggested that the Board's messages to its mediators are such that it would not want them seen by railway management or employees. In fact, he



Another Half Million Gallons of Gas for New England

A train of loaded tank cars passing through Providence on the New Haven, contributing to the railroads' record-breaking achievement in pinch hitting for other transportation agencies.

went on, the Board often sends messages in code, and also it sometimes sends half of a wire by Western Union and the other half by Postal Telegraph "to keep their organizations or management from knowing what instructions we are giving the mediator in a particular case."

Discussion of the Adjustment Board funds included the usual questioning about payments to referees; and the bill carries forward for another year the provision limiting compensation of referees to $50 per day. This provision cutting the per diem from $75 was first included in the 1941 appropriation act. Mr. Carter was also asked to give the salaries paid by the labor organizations and the railroads to the members of the Adjustment Board. He did not have the figures, but he imagined that the salaries of labor members "average all the way from $350 a month, and possibly less in some cases, up to approximately $8,500 per year." Mr. Cook broke in to say that one member got $10,000 per year. Whereupon Mr. Carter said he understood that the carriers are paying their representatives $10,000 a year with the exception of the five men on Division 1, "who I am told receive $12,000 a year."

Freight Car Loadings

Loadings of revenue freight for the week ended May 30 totaled 795,756 cars, the Association of American Railroads announced on June 4. This was a decrease of 41,992 cars, or five per cent, below the preceding week, a decrease of 6,027 cars, or 0.8 per cent, below the corresponding week last year, and an increase of 156,636 cars, or 24.5 per cent, above the comparable 1940 week.

As reported in last week's issue, loadings of revenue freight for the week ended May 23 totaled 837,748 cars, and the summary for that week, compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loadings

For Week Ended Saturday, May 23			
District	1942	1941	1940
Eastern	158,001	185,321	147,241
Allegheny	184,876	192,399	146,208
Pocahontas	55,605	58,261	48,244
Southern	125,018	122,711	99,341
Northwestern ..	137,429	134,695	108,831
Central Western	112,724	118,784	94,634
Southwestern ..	64,095	53,856	42,981
Total Western Districts	314,248	307,335	246,446
Total All Roads	837,748	866,027	687,480
Commodities			
Grain and grain products	34,412	40,130	29,432
Live stock	12,853	10,429	10,506
Coal	165,983	151,878	116,951
Coke	14,181	13,732	8,971
Forest products.	48,410	41,718	34,667
Ore	87,205	76,601	59,071
Merchandise l.c.l.	96,365	162,254	148,909
Miscellaneous ..	378,339	369,285	278,973
May 23	837,748	866,027	687,480
May 16	839,052	860,802	679,065
May 9	839,253	837,149	680,628
May 2	858,904	794,299	665,547
April 25	861,353	721.627	644,804
Cumulative Total, 21 Weeks ...	16,878,480	15,538,892	13,378,462

In Canada.—Carloadings for the week ended May 23 totaled 66,059, as compared to 65,257 in the previous week and 57,242 in the 21st week last year (which contained the holiday), according to the tabulation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total for Canada:		
May 23, 1942	66,059	32,315
May 16, 1942	65,257	31,934
May 9, 1942	66,690	31,725
May 24, 1941	57,242	29,232
Cumulative Totals for Canada:		
May 23, 1942	1,309,429	671,414
May 24, 1941	1,172,875	606,582
May 25, 1940	1,013,302	515,949

ODT Changes and Delays Truck Rules

(*Continued from page 1119*)

In announcing the postponement of the return-load provisions of Orders 3, 4, and 5, the ODT said its action was for the purpose of allowing industry "more time in which to work out practicable programs for return loads and mileage reductions." It was thus suggested that the "breathing spell" be used to that end; for "the determination to achieve the objectives of the orders has not been relaxed."

The relaxation of Order 6 with respect to coal trucks provides that their 25 per cent reduction in monthly mileage as compared with 1941 shall be a reduction-per-ton-delivered. This together with the postponement until July 1 of the coal-truck requirements, was said by the Office of the Bituminous Coal Consumers' Counsel to have come "just in time to forestall the crippling effect on retail coal deliveries anticipated when Order No. 6 became effective June 1." The suspension and modification, the Consumers' Counsel statement added, "makes possible continued concentration on the 'Buy Coal Now' campaign which is proving so successful."

Meanwhile these ODT truck orders in general, and the 75-per-cent return-load requirement in particular, came in for some caustic Senate comment on May 28. Addressing himself to that return-load provision as it applies to over-the-road private trucks, Senator Smith, Democrat of South Carolina, said that enforcement "will paralyze all business throughout the country." Noting that "horses and buggies have disappeared," Mr. Smith went on to express his fear that "we are in a 'jackass age.'" He asserted that the order would indirectly stop the movement of trucks, adding that "No one who has sense enough to be an American citizen would issue such an order."

Senator McKellar, Democrat of Tennessee, observed that he had "complained to Mr. Eastman, the head of the Office of Defense Transportation, but have been unable to make an impression on him." In Mr. McKellar's opinion, "it is physically impossible for those trucks to obtain a return load." To Senator Pepper, Democrat of Florida, the "questionable regulation" seemed like a statute which he had heard of as having been passed in pioneer days by a Western state to require that "when two trains shall meet neither shall proceed until the other has passed."

Then Senator George, Democrat of Georgia, told his colleagues that he had assurances that the orders would perhaps be modified. Whereupon Senator Lucas, Democrat of Illinois, observed that he had not been so fortunate as the Georgian in finding out what ODT proposed to do. As Mr. Lucas told it, his office could get no information from ODT; he was "practically advised that they were too busy down there to discuss the question with a United States senator."

No Action Now on Full-Crew Laws

(*Continued from page 1120*)

the elimination of conflicting truck regulations which were said to be hampering war transportation, and one for which they were entitled to great credit and public thanks.

"The action of the governors of all 48 states," declared Mr. Jones, "in agreeing to uniform minimum motor transportation regulations for the period of the emergency—and this action taken by the states themselves within the short period of 10 days—is an outstanding example of what a united nation can do in an emergency, and is eloquent testimony to the spirit of the American people in their determination to let nothing interfere with America's drive for victory."

During the press conference Mr. Bane was asked how clearances would be granted to trucks at state lines. In some states, said Mr. Bane, trucks carrying defense materials would be granted automatic clearances, while in others, they would be

Domestic Equipment Orders Reported in Issues of the Railway Age in May 1942 (Excluding May 2)

LOCOMOTIVES

Date	*Name of Company*	*No.*	*Type*	*Builder*
May 16	Detroit, Toledo & Ironton.....	4	2-8-2	Lima Locomotive Works
May 23	Western Maryland	3	Diesel-electric Sw.	Baldwin Locomotive Works
May 23	Chicago & Eastern Illinois....	1	Diesel-electric Sw.	Baldwin Locomotive Works
May 23	Boston & Maine	6	Diesel-electric Frt.	Electro-Motive Corp.
May 23	Minneapolis, Northfield & Southern	1	Diesel-electric Sw.	Baldwin Locomotive Works
May 23	St. Louis-San Francisco	5	Diesel-electric Sw.	Baldwin Locomotive Works
May 23	Newburgh & South Shore....	2	Diesel-electric Sw.	American Locomotive Co.
May 23	Peoria & Pekin Union	1	Diesel-electric Sw.	American Locomotive Co.

FREIGHT CARS

May 16	Republic Steel Co.	10	Hopper	American Car & Foundry
May 23	Bessemer & Lake Erie	800	Hopper	Pullman-Standard

No Passenger-Train Cars Ordered in May, 1942

granted certificates permitting them to pass through a particular state.

He was also asked whether or not the reciprocity agreement on licenses would be limited to war materials. Mr. Bane admitted that the agreement was technically limited to trucks carrying war materials, but he went on to say that virtually all materials are now being classified in that category.

Priorities and Prices

Following are references to orders of interest to railroads issued by the War Production Board and the Office of Price Administration since May 18.

Fence wire—Amendments to Orders M-21 and M-21-b, issued May 26, permit the sale on unrated orders of fence wire, barbed wire, fence posts, gates, staples and corrugated roofing and siding. These items are added to nails, bale ties and small pipe on which no priority ratings are necessary for sales from warehouses and dealers to provide for maintenance and repair.

Inventories—As a result of recent surveys of stocks of civilian goods in the hands of retailers and wholesalers, the WPB Inventory and Requisitioning Branch is preparing to take immediate steps to limit all inventories to practicable working minimums.

Iron and steel—Fabricators of over 400 iron and steel products listed in Steel Conservation Order M-126 were reminded on May 21 by the Director of Industry Operations that May 20 was the last day they could accept delivery of raw material going into those items. Until June 19, they may continue fabrication of the products listed in the order, and for the next 45 days thereafter fabricated parts may be assembled. After August 4 all manufacture and assembling of the products listed in the order must cease.

Iron and steel scrap—Amendments to Order M-24, issued May 23, remove inventory restrictions of Priorities Regulation No. 1 on iron and steel scrap, and permit consumers of iron and steel scrap to build up inventories to the largest extent during the summer months.

Lumber—Order L-121 was clarified on May 20 to remove restrictions on construction lumber for use in packing or crating materials in the form in which they are delivered to the Army, Navy or Maritime Commission; but certificates are required for lumber plant construction or expansion of the types detailed by the order, and construction lumber may be sold, shipped or delivered to persons operating under Orders P-7 or P-14 where the facilities in which the lumber is to be used are to be constructed for the armed services or Maritime Commission.

Machinery—Order L-123, relating to passenger and freight elevators, electric motors of more than one horsepower, industrial fans, industrial compressors and pumps, and a number of other classes of machinery used generally in industrial operations, bans the acceptance of orders or deliveries of equipment listed except upon a preference rating of A-9 or higher or upon specific authorization. Restrictions do not apply to deliveries of repair parts worth less than $1,000 for use in maintaining a single piece of existing equipment, or repair parts worth more than $1,000 in cases where an actual breakdown or suspension of operations has occurred as a result of damage to machinery. The machines include conveying machinery for the mechanical handling of materials, except fuel conveying equipment used in the operation of steam generating boilers above 100 lb. pressure; industrial fans, except forced or induced draft fans used in the operation of steam generating boilers above 100 lb. pressure; industrial compressors and vacuum pumps, mechanically operated, all types except units having a displacement of less than one cu. ft. per min.; centrifugal, power reciprocating, turbine, deep well turbine, rotary, cam, screw, gear, valve and jet type pumps; electric motors of one horsepower and over; industrial hand trucks, other than highway; stationary steam engines, and passenger or freight elevators, inclinators, electrically operated passenger elevating devices appurtenant to stationary stairways and power operated dumbwaiters.

Nickel and chromium—Conservation Order L-134 covers 28 specific items forming component parts of industrial processing instruments and valves and regulators, outlines specifications and prohibits manufacturers from processing any chromium, nickel or alloys of these metals in producing any instrument parts, except for use under the operating conditions specified. Effective June 26, manufacturers may not deliver any parts except for the specified uses and effective immediately, they cannot deliver these instrument parts, no matter for what use, except upon a preference rating of A-10 or higher.

Power plant equipment—Order L-117, issued May 18, restricts the manufacture, delivery and sale of heavy power and steam equipment to orders for defense agencies, United Nations, Lend-Lease and orders, other than repair and maintenance, rated A-9 or higher. New heavy power and steam equipment may be manufactured, sold and delivered only on an approved order. The order extends to steam generating boilers above 100 lb. pressure, stokers, pulverizers, boiler feed pumps, fuel conveying equipment and other appurtenances; steam-turbine and steam engine generator units; internal combustion engines and engine generator units above 50 h.p. or 25 kw if connected to generators, and transformers above 500 kva.

Railroad cars—Amendment No. 2 to Supplementary Limitation Order L-97-a-1, issued May 28, permits any producer or supplier to sell and deliver to any other producer or supplier or to a railroad any car parts designed for construction or repair, provided the material contained in them was obtained under a preference rating. Purchasers of these parts must endorse a statement to sellers that the material will be used only in the construction or repair of railroad cars. The amendment intends to clear up questions relating to the possible effect of M-21, which restricts deliveries of iron and steel products upon sales of car parts on unrated orders, inasmuch as L-97-a-1 canceled preference ratings for deliveries of materials going into the manufacture of these parts.

Steam locomotives—Limitation Order L-117, restricting the manufacture, delivery and sale of heavy power and steam equipment, was clarified on May 25 to limit the manufacture, delivery and sale of new heavy power and steam equipment to orders for war agencies, United Nations, Lend-Lease and orders, other than repair and maintenance, rated A-9 or higher.

Steel specifications—Technical information on national emergency steels is available to industry in loose-leaf form as compiled by the Iron and Steel Institute. Included are curves showing the hardenability characteristics of all NE steels and the mechanical properties of a number of the compositions. Present data will be supplemented from time to time as testing of the steels continues. National emergency steels are made in accordance with new specifications designed to conserve scarce alloying elements.

Transportation—A transportation committee to obtain information from the various divisions of WPB as to anticipated transportation requirements and to make recommendations with respect to preferential movement of traffic within the United States was announced May 26. Recommendations will be submitted to the Director of Industry Operations, who may transmit them in the form of certifications, instructions and directives concerning preferential movement of materials to the Office of Defense Transportation.

Flashlights—Maximum prices which the National Carbon Company, Inc., may charge for flashlight cases are established in Order No. 3. Prior to the general maximum price regulation, the company applied for permission to sell the new line at prices submitted for approval.

Fuel oil—Amendment No. 17 to Revised Price Schedule No. 88 requires sellers of petroleum or petroleum products to maintain discounts allowed buyers on comparative sales during the October 1-15, 1941, period. No seller of petroleum or petroleum products may reduce discounts, such as those for quantity, prompt payment or ease of handling, to a buyer below those in effect as to deliveries during the period October 1 to 15, 1941, to the same buyer.

* * *

Lackawanna Ferry and Railroad Terminal at Hoboken, N. J., From the Deck of a Barclay Street-Bound Boat

General News Section

"Luxury Service" To Be Curtailed

Passenger advertising will go on—not to stimulate, but to economize, travel

To help meet the emergency arising from restriction on the use of rubber and gasoline, the railroads will discontinue, for the duration, the operation of "luxury" cars where to do so will add to actual passenger-carrying capacity of trains, and will discontinue special train services to sports events and conventions, John J. Pelley, president of the Association of American Railroads, announced after a special meeting of that association in Chicago on May 29. Changes in passenger service will begin to go into effect on June 15.

To increase carrying capacity of the trains still further, the railroads will include day coaches in the consist of all trains where practicable, will not operate special trains for travel classified as non-essential to the war effort, and will not solicit convention travel.

"The railroads," Mr. Pelley said "will continue, insofar as possible, to handle travelers on vacation or recreational trips, as well as those traveling on business or on war work. Nothing will be done, however, which will interfere with meeting the needs for the transportation of our fighting forces and the things they must have to win the fight.

"It was agreed further that for the duration of the war, railroads will not advertise to solicit travel by train. This does not contemplate any reduction of advertising by railroads. In fact, it may be that they will increase their efforts to inform the public as to what the railroads are doing to help meet vital war needs for transportation, and how the public may best co-operate in that effort."

Action to be taken by the railroads was embodied in the following resolution:

1. For the duration of the war, railroads will not advertise to solicit travel but will direct their advertising to telling the public about the essential part which railroads play in winning the war. This does not contemplate any reduction of advertising by railroads. Announcement of schedule changes and other information about services, of the sort which the public must have to make the most effective and convenient use of trains, will be continued.

2. Railroads will discontinue soliciting convention travel, and will not operate special trains for conventions, sporting events and for any travel that can be classified as non-essential to the war effort.

3. To provide the maximum possible passenger carrying capacity, the railroads agree that as rapidly as plans can be reasonably worked out they will discontinue for the duration the operation of special features or so-called "luxury" cars where to do so will increase actual passenger-carrying capacity.

4. To increase further the carrying capacity of passenger trains as far as possible, day coaches will be included in the consist of all trains where the locomotive power and reasonable schedule requirements will permit them to be handled.

5. The railroads will repair and make available all possible equipment that will handle more passengers in furtherance of the war effort.

Fire Damages Reading Pier

The understructure of a small Reading pier on the Delaware River at the foot of Laurel Street, Philadelphia, was damaged by fire of unexplained origin on the afternoon of May 30. Cars standing on the pier were removed safely, and no loss of freight or equipment was reported.

Bill to Prevent Passenger Abandonment Vetoed in N. J.

The regular procedure for effecting abandonment of uneconomic passenger service in New Jersey will not be subject to legislative interference, as a result of Governor Edison's recent veto of a bill designed to prevent the Pennsylvania-Reading Seashore Lines from discontinuing passenger service on three branch lines in the southern part of the state.

The railroad already had secured permission to suspend passenger service on these branches from the New Jersey Public Utility Commission. It was the intention of the legislature to overrule the commission, but the governor took the stand that national needs now are uppermost and should not be obstructed by local legislation.

Alco Again Awarded Navy E Pennant

Renewal of the privilege to fly the Navy E pennant for achievements in the production of naval ordnance has been granted the American Locomotive Company by the Navy Board for Production Awards. This applies for the six months' period beginning April 24. The company was first cited for this award on October 24, 1941, and the flag has been flying over the company's Schenectady, N. Y., plant since last November 18.

(In the article of the war production of the supply industry in the May 23 issue of the *Railway Age*, page 1032, The American Locomotive Company was inadvertently omitted from the list of companies in the railway supply field to which this award has been made.—EDITOR.)

Trial of Pullman Resumes at Phila.

Testimony shows economy of pool in ownership of sleeping car equipment

The trial of the Justice Department's anti-trust civil suit against the Pullman group of companies and 31 of their officers and directors was resumed before the special three-judge federal court in Philadelphia on June 1.

The Justice Department is seeking to show that the manufacturing and operating units of the Pullman organization together constitute a monopoly in violation of the federal anti-trust laws in that they are able to charge the railroads non-competitive prices for their use of sleeping car equipment and the public non-competitive prices for the services this equipment provides. The trial began on November 3, 1941, and was adjourned on November 19 after the government's witnesses had been heard. The report of earlier proceedings was outlined in the *Railway Age* of November 8, page 752; November 15, page 802; and November 22, page 889.

At the time of adjournment in November it was intended to resume the trial to April 1 of this year. After entry into the war, the Justice Department sought to have the trial of the suit postponed indefinitely, contending it was of vital public interest to have Pullman executives devote their undivided energy to the war work in which their companies are actively engaged. The defendants, however, preferred to have the case concluded without further delay, in order that the testimony introduced and made a matter of public record by the government might not stand alone, and also to avoid the unfavorable effect of a long lapse of time on the memories of the individuals concerned.

The first witness presented by the Pullman group was John F. Deasy, vice-president in charge of operation of the Pennsylvania. Under direct examination by Ralph M. Shaw, chief of counsel for the defendants, Mr. Deasy declared that unified service in the country's sleeping car business is a natural evolution. The more national its scope, the better it is both for the railroads and the public.

Stating that the Pullman "pool" in the past has been a savior many times during peak traffic requirements, he added that it is almost essential to have it under one controlling management if it is to function economically and smoothly. Among the advantages to the individual railroad of common independent operation of sleeping cars he mentioned these: Large capital expenditure

by the railroad is eliminated; design and appointments of sleeping cars are uniform; a much more thorough and efficient research organization can be maintained for the advancement of the service.

The public eventually would have to bear increased transportation charges if individual railroads owned their sleeping car equipment, he continued, because the designs of the cars would reflect the ideas of the engineers of the different roads and the resulting diversity of specifications would result in greatly increased costs as compared with standard designs nationally used.

Mr. Deasy explained that the contract between the Pennsylvania and Pullman provides that the railroad can acquire sleeping car and parlor car equipment sufficient for its needs from Pullman if a satisfactory new contract cannot be agreed on when the one current expires. "We consider the Pullman Company as our concessionaire," he said. Negotiations are now under way to establish new terms to cover Pullman operations on the Pennsylvania, and meanwhile the old contract has been extended on a year-to-year basis. While he believed the Pennsylvania could efficiently operate its own sleeping car services, he said this procedure would require the railroad to invest in much expensive equipment that would be idle a large part of the time, while Pullman operation affords the advantage of a large reserve pool available at peak periods. The witness declared that neither the Pullman companies nor any of their officers or directors had ever attempted to dictate to or coerce the Pennsylvania as to its operations or equipment purchases.

Cross examination by Frank Coleman, the Justice Department attorney, centered around a letter to another Pennsylvania officer in which the witness had criticized Pullman for failure to keep up with the times, but Mr. Deasy explained the letter was designed to bring out certain bargaining points the railroad wished to use in discussing new contract terms, and did not represent a general appraisal of his own, or his company's opinion of Pullman practices and services.

On June 2 the first witness called was C. A. Liddle, president of Pullman-Standard Car Manufacturing Co., who presented historical and statistical information about the car building activities of the Pullman organization. The point was made that no written or oral agreement exists between the operating and manufacturing companies to require that sleeping cars built for or operated by Pullman must be constructed by Pullman-Standard, or to prevent that company from building sleeping cars for railroads or any other buyer that might offer to purchase such equipment.

In the period 1920-1929 Pullman-Standard built 46.23 per cent of the passenger cars built in this country, the witness stated. Excluding sleeping cars built for Pullman, the production was 29.47 per cent of the total for that period. In the decade beginning in 1930 Pullman-Standard produced 51.18 per cent of the passenger cars built in the United States, including sleeping cars built for Pullman operation.

The witness explained the geographical location of his company's plants, and pointed out that while the influence of location on the placing of orders for freight cars was a major factor in determining the successful bidder, such considerations were of little importance in selling passenger cars.

Pullman-Standard was set up for the convenience of the Pullman organization, Mr. Liddle stated, and always has worked very closely with the operating company. This is a definite advantage, in his opinion, particularly in conducting development research, as duplication of effort is eliminated and manufacturing and operating requirements are equally served. Progress made by Pullman in the use of aluminum alloys and of low alloy high tensile steels in passenger car manufacture were detailed.

Under questioning the witness expressed the opinion that the percentage of passenger cars built by his company was greater in the 1930's than in the 1920's because of the achievements of its research staff.

Following Mr. Liddle the defense called E. Eugene Adams, vice-president of Pullman, Inc., in charge of transportation research. This witness told how plans were formulated for the Union Pacific's first streamlined train, the "City of Salina," and how plans and specifications were submitted to three car builders for bids. At that time Mr. Adams was a Union Pacific officer, and he recommended to Mr. Harriman, the railroad's chairman, that the Pullman offer be accepted because of that company's experience in passenger car design and because the aluminum alloy it proposed to use had been tried out in actual railroad service.

David A. Crawford, president of the Pullman Company and of Pullman, Inc., was the next witness. His testimony occupied all of the afternoon of June 2 and continued the next day. The first point brought out was the reason for the separation of the operating and manufacturing activities of the Pullman organization. As some Pullman directors were railroad directors the Clayton anti-trust law affected relations between Pullman as a car builder and the railroads to the advantage of their competitors, he stated, so the car building business was set up as a separate corporation with different officers and directors to overcome this condition. He added that it had not produced the expected results.

Going into the relationships between the railroads and Pullman as a nation-wide sleeping car operator, Mr. Crawford asserted that it was evident that Pullman could not ask a railroad to pay it more to operate sleeping cars than the cost to the railroad if it performed this service itself. The railroads always are free, he declared, to make a contract with Pullman if it is to their advantage, or to refuse to make it if the terms are unsatisfactory. As practically every one of the important contracts expired during the depression period, the railroads had ample opportunity to "escape" from the Pullman relationship if they wished to do so.

The operation of the sleeping car pool was explained in some detail. The witness compared its effect to that of the Federal Reserve System on the national's banking structure. The mobility and effectiveness of the reserve car supply is greatly increased by the pool system, as otherwise individual railroads would call in all their owned reserve equipment in times of peak business, creating shortages just as credit shortages developed when individual banks all called in their reserves simultaneously. The wider the extent of the sleeper pool, he continued, the more likely is it that peak demands will not develop at the same time in every region. "The Pullman pool system can and does perform its part of the job cheaper and better than individual roads can furnish their requirements for sleepers or than they actually do in providing the coaches they need to take care of peaks in coach business."

Referring to the government contention that Pullman had been reluctant to introduce modern equipment because of its heavy investment in the so-called standard

* * *

The Winners of the Safety Council Award

Winners of the fifteenth railroad employees' national safety contest, sponsored by the National Safety Council, were presented awards at a dinner at Chicago on May 18. George D. Brooke, president of the Chesapeake & Ohio, accepted for that railroad, the winner of Group A, 50,000,000 or more man-hours. Left to right in the picture are J. B. Parrish, Assistant Vice-President, C. & O.; Mr. Stillwell, (president, National Safety Council); Mr. Brooke, and L. G. Bentley, General Safety Agent, C. & O.

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DEPEND ON THE STRENGTH AND SPEED OF THE "IRON HORSE"

The hauling capacity and the speed that the country has come to expect from the railroads of the United States is being improved daily by the installation of Modern Super Steam Power on roads throughout the nation.

Lima-built steam locomotives are making impressive records on the fast freight and passenger runs of leading railroads from coast-to-coast. Augment your present power with a fleet of Lima-built super-power steam locomotives. The increases made in both capacity and speed will help you to "Keep 'em rolling" .... quickly and economically.

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type heavy car, Mr. Crawford remarked that the average age of Pullman cars is much less than the average age of the railroads' own passenger cars, while the percentage of lightweight modern Pullmans added to the sleeping car fleet is greater than the percentage of new lightweight coaches added by the railroads.

Giving some statistics on comparative operating efficiency, the witness pointed out that 7,000 Pullmans today are doing the work done by 10,000 in the 1920's, as cars now average 550 mi. per day as against 350 mi. per day then.

Turning to the contention that Pullman had refused to operate sleeping cars built by other companies, Mr. Crawford described agreements made with the Burlington and the Santa Fe under which his company had agreed to service cars it had not built, and pointed out that they operate today bearing the Pullman name. These agreements were made, however, he added, while lightweight car design was in its pioneer stage, and Pullman's present policy is to require that any car it operates or services must come up to A. A. R. structural standards. These standards had not been set up when the pioneer lightweight cars and trains were built, but since their introduction a fair degree of standardization has been arrived at by different car builders employing different structural materials. Pullman, Mr. Crawford asserted, does not want to stand in the way of any railroad doing what it wants, and is willing to lease and operate any car that meets A. A. R. specifications, no matter what material it may be built of, but only on a basis of costs comparable with other accepted types of cars.

The witness added that he was making no criticism of others in referring to pioneer types of lightweight cars, because his own organization also had built non-standard, non-interchangeable types in that era.

Revised and Emergency Material Specifications

The standardization and simplification of materials for railway use has been carefully considered by the various committees of the A. A. R. Mechanical division with reference to the war emergency and the necessity of conservation of scarce materials. The material specifications of the division have been thoroughly reviewed by the Committee on Specifications for Materials and Committee on Wheels and in several cases in co-operation with groups of manufacturers and technical advisory committees of the War Production Board, according to a statement recently issued by Secretary A. C. Browning.

In some cases specifications have been completely reviewed; in other cases specifications have been reaffirmed; and in still other cases emergency provisions have been provided to be effective during the war period and for a reasonable period thereafter. The revised and reaffirmed specifications have been printed on standard white loose-leaf pages to be inserted in the Manual of Standard and Recommended Practice. Emergency specifications and provisions have been printed on yellow pages to be inserted in the Manual immediately preceding each present standard specification. In some cases certain A. S. T. M. specifications are shown which are not reproduced for the manual, as they are published and distributed by the American Society for Testing Materials, 260 So. Broad street, Philadelphia, Pa.

In addition, the A. A. R. General committee urges that during the war period materials be ordered only to specifications of this association and those of other recognized national bodies, rather than to individual railroad specifications. The A. A. R. revised and emergency specifications can be secured from the secretary's office.

Trans-Missouri-Kansas Board to Meet June 12

The grain situation will be the subject for major consideration at the sixty-third regular meeting of the Trans-Missouri-Kansas Shippers Board in Wichita, Kan., on June 12. Speakers will include L. M. Betts, manager of the Car Service division of the Association of American Railroads; Frank A. Theis, president of the Simonds-Shields-Theis Grain Company, Kansas City, Mo.; Fred S. Keiser, transportation consultant of the Office of Defense Transportation at Chicago; and Ray B. Bowden, executive vice-president of the Grain and Feed Dealers National Association at St. Louis, Mo. Col. J. Monroe Johnson, a member of the Interstate Commerce Commission, will speak at a luncheon, his subject being "American Railroad Transportation in the Nation's Decisive Battle."

North Western Converting "Luxury" Equipment

The Chicago & North Western has converted eleven conventional type parlor and cafe-lounge cars into passenger coaches as the first step in the conversion of luxury equipment to meet war needs. This is approximately one-half of the railroad's ownership of such equipment.

A program for the conversion of such equipment is being carried out all along the line, according to R. L. Williams, chief executive officer. For the most part, materials used in the reconditioning of such cars have been salvaged from retired equipment or from replacement stocks now on hand.

"The establishment of war production plants in new areas and the transportation of workers to and from those plants, in addition to military needs, has created new demands on passenger equipment," Mr. Williams said. "We are solving this problem by converting certain so-called luxury cars into coaches, as materials can be secured to make the necessary changes, and thus increasing the carrying capacity of existing passenger equipment."

Holiday Travel Heavy in the East

Eastern railroads made exceptional preparations to handle passenger business over the Memorial Day week-end, in view of the heavy demands for service that were expected as a result of the effect of gasoline rationing and the rubber shortage on automobile travel. Reports indicate that the traffic was handled without difficulty, and in most cases the capacity of the available equipment was not taxed.

As compared with the same holiday last year, passenger business did increase substantially in the East, but not as much as some forecasts had predicted. In explanation it was asserted that many motorists had saved their gasoline allowances for the holiday, so that more automobiles were on the road than had been foreseen.

Extra trains and extra sections of regular trains were operated by the principal roads in the East throughout the holiday period, and these accommodated without difficulty

No More Mikados on the C. of Ga.

Changing the Micks to Macs

The Central of Georgia has wiped its locomotive roster clean of "Mikados." On all its 2-8-2's the "MK" classification symbol (for Mikado) has been changed to "MacA," to indicate that these locomotives are now the "MacArthur" class.

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ONE of the reasons that The Franklin System of Steam Distribution does a fundamentally better job is that the openings for the intake of steam, at 75 mph with a 35% cut-off, are 80% greater than are those of a piston valve . . . a basic restriction is removed. In addition, the ports for exhaust on a locomotive equipped with The Franklin System of Steam Distribution are increased upwardly of 31%.

As speed increases, the capacity to use steam becomes increasingly important. This factor was an important consideration in the development of The Franklin System of Steam Distribution. Before buying new power investigate this System that utilizes to the full every pound of steam that the boiler is capable of developing.

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additional traffic that amounted to an increase of 30 per cent or more over 1941 records, it is estimated—though of course the increase varied in intensity from road to road.

Travel was heavy on through trains between New York and Philadelphia, and the West and South. The New York Central, for example, reported an increase over 1941 of 25 per cent in such business, and other roads experienced comparable gains. Most of the increase, however, developed in local travel, particularly in New England and on lines serving shore and mountain resorts reasonably close to the larger cities. On many such lines business increased from 40 per cent to 70 per cent over last year, according to preliminary estimates of operating officers. Much heavier travel is expected on the Fourth of July week-end, as past experience indicates this holiday brings the railroads much more patronage than does the Memorial Day holiday.

Smoke Prevention Meeting at Cleveland

At a three-day meeting of the Smoke Prevention Association of America, Inc., held at the Hotel Statler, Cleveland, Ohio, on June 2 to 5, inclusive, smoke abatement problems associated with railroad activities were given unusual attention. During the morning session on June 4, J. P. Driscoll, master mechanic of the Erie at Jersey City, N. J., presented a paper on Railroad Practices in Abating Smoke from Locomotives and Eliminating Air Pollution. In the afternoon of the same day, C. H. Longman, assistant chief operating officer of the Chicago & North Western, spoke on Diesel Locomotives, and R. J. Bender, combustion engineer, Sinclair Oil Company, Chicago, discussed The Influence on Atmospheric Pollution of the Exhausts from Diesel Automotive Vehicles and Locomotives, while Theodore Olson, superintendent motive power, Chicago Great Western, Oelwein, Iowa, spoke on Fuel Economy on Railroad Locomotives.

Water Level and Boats Bottlenecks in Inland Waterways

Low water in the Mississippi river, due to restricted diversion at Chicago, and a lack of barges and towboats are preventing the inland waterways from participating to a large extent in the transportation of war traffic, according to discussions that took place at the convention of the National Rivers and Harbors Congress at Chicago on May 29 and 30. The 16 fixed bridges between Chicago and Lockport which prevent the passage of the larger river and navy craft, the condition of the Sag Channel, the last 16 miles of which "are so narrow and tortuous that traffic is extremely difficult and limited in amounts" and low water at Chain of Rocks near St. Louis, Mo., due to limited diversion, were cited as major obstacles to greater use of the waterways.

The construction of a Florida pipe line, a barge canal across Florida and the enlargement of the intracoastal waterways of the Gulf and Atlantic coasts were also discussed and resulted in the adoption of the following resolutions.

"To promote the war effort and to facilitate and protect the transport of materials and supplies needed by the military establishment and requisite to efficient operations on the home front, we recommend legislation such as the bills introduced by Senator Pepper and Representative Mansfield for the purpose of providing for the construction and operation of facilities to promote the delivery of petroleum products to the east coast We also fully concur in the suggestions of the President that the inland waterways should be utilized to the greatest possible degree during the present emergency and that a reservoir of public works should be created for the post-war period.

"The recently enacted flood control bill and the pending omnibus rivers and harbors bill contain many meritorious projects located in all parts of the nation, which have been endorsed by action of the Projects Committee of this Congress and ratified by this body, and should be constructed."

The pipe line proposed by these congressmen would connect the intracoastal waterway running east from Corpus Christi to Spalachicola and connecting there with the intracoastal canal running north from the St. Johns river to New York harbor. As a companion measure to the pipe line link the Congress recommended that the Reconstruction Finance Corporation be directed by the President to finance a corporation authorized to construct tow boats and barges as well as the north Florida pipe line, the corporation also to operate these facilities.

"We submit," the resolution continued, "that both the serious shortage of petroleum products on the Atlantic Seaboard and the undesirable curtailment of petroleum production in the Southwest may be remedied by greater utilization of the safe intracoastal waterways of the Gulf and Atlantic coasts. These waterways should be enlarged and connected by a barge canal across Florida to advance the planned continuous inland water route from Boston to the Rio Grande which would become a reality with the construction of the barge canal across Florida and a canal across New Jersey from the Delaware river to Raritan river and New York bay, and we urge the immediate building of this barge canal from the Delaware river to New York bay. Temporarily, however, the existing waterways can be quickly connected by a relatively short and inexpensive pipe line across Florida to provide a continuous flow of 250,000 to 300,000 barrels of oil per day. The construction of the Florida barge canal and of additional floating plant and the deepening of the waterways involved can be initiated and continued concurrently with the increased shipment of oil by way of the pipe line."

The Congress also recommended that federal funds be provided for the rehabilitation of the fixed bridges between Chicago and Lockport which have vertical clearance of less than 37 ft., and the conversion of such bridges to movable types to provide clearance for larger vessels, such installation to be made as a permanent improvement.

N. Y. Railroad Club Offers Recreation

Not the usual annual all-day outing, but a provision of recreation facilities for such part of the day or early evening as they can spare from their duties—such is the offering of the New York Railroad Club to its members and guests, at the Westchester Country Club, Rye, N. Y., on June 11.

Mindful that the time of its members of freedom from their duties is limited, the club is not urging attendance by those whose budget of time does not enjoin their presence. However, in the knowledge that occasional relaxation is necessary for efficient work, it has arranged a program to enable its members who have some respite due them, to engage therein in unison.

Transportation is provided throughout the day and early evening by regular trains from New York and bus service from Rye station. The usual assortment of outdoor diversions of recreational character will be available. Dinner will be served at 7.30 p. m.

Coupler Reclamation

According to a circular letter recently sent to members of the Association of American Railroads, Mechanical division, by Secretary A. C. Browning, tests of welded couplers and cast steel coupler yokes are being conducted by the Committee on Couplers and Draft Gears in cooperation with the Subcommittee on Welding of the Committee on Car Construction and the coupler manufacturers to determine to what further extent these parts may be reclaimed by means of welding. Preliminary tests apparently show that, in the interests of conserving critical materials, the present 4 per cent minimum for welding cracks and fractures may be safely extended, and a final report and recommendations will be sent to the members as soon as the tests are completed. In the meantime, in view of the possibility of reclaiming many couplers which are now being scrapped, it is suggested that the member lines hold their failed couplers for possible future reclamation.

Auto-Loading Devices Improperly Secured

With the curtailment of automobile production, a number of railroads are now using cars equipped with automobile-loading devices in general service. When cars are so used, it is necessary that the racks be properly anchored in the roofs of the cars and fastened in such a manner that there is no danger of their dropping on the lading underneath. These necessary precautions are not being taken in all instances and lading is being damaged, according to C. H. Buford, vice-president, A. A. R., Operations and Maintenance department, who requests that, when the

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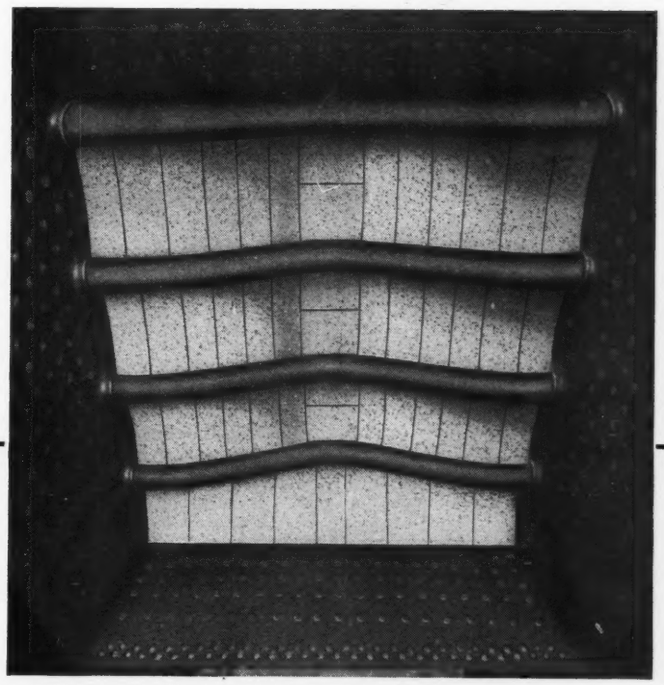

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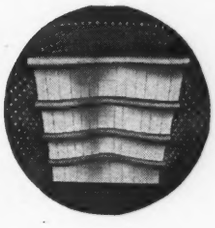

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racks have not been permanently fastened to the roofs of the cars, the racks be engaged in the anchor hooks provided and, in addition, also secured by means of wires or other fastenings, so there is no possibility of their shaking loose and falling on the lading underneath. This is particularly important when device cars are used for war equipment or materials essential to the war production effort.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

ALLIED RAILWAY SUPPLY ASSOCIATION.—J. F. Gettrust, P. O. Box 5522, Chicago, Ill.

AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.—W. R. Curtis, G. M. & O. R. R., 105 W. Adams St., Chicago, Ill.

AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.—E. P. Soebbing, 1431 Railway Exchange Bldg., St. Louis, Mo. Annual meeting, October 6-8, 1942, Omaha, Neb.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—F. O. Whiteman, Room 332, Dearborn Station, Chicago, Ill.

AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS.—E. A. Abbott, Poole Bros., Inc., 85 W. Harrison St., Chicago, Ill.

AMERICAN ASSOCIATION OF SUPERINTENDENTS OF DINING CARS.—F. R. Borger, C. I. & L. Ry., 836 S. Federal St., Chicago, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—A. G. Shaver, 310 S. Michigan Ave., Chicago, Ill. Annual meeting, October 13-15, 1942, Hotel Stevens, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—H. C. Millman, Ind., Agent, Pennsylvania R. R., Union Station, Chicago, Ill.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 16-18, 1943, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—R. R. Horner (Second Vice-Pres.), Norfolk & Western Magazine, Roanoke, Va.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. H. Huntt, Tower Bldg., Washington, D. C.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York, N. Y. Semi-annual meeting, June 8-10, 1942, Statler Hotel, Cleveland, O. Fall meeting, October 12-14, 1942, Sagamore Hotel, Rochester, N. Y. Annual meeting, November 30-December 4, 1942, Hotel Astor, New York, N. Y.
Railroad Division.—E. L. Woodward, *Railway Mechanical Engineer*, 105 West Adams St., Chicago, Ill.

AMERICAN TRANSIT ASSOCIATION.—Guy C. Hecker, 292 Madison Ave., New York, N. Y.

AMERICAN WOOD PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St. N. W., Washington, D. C. Annual meeting, April 27-29, 1943, Cincinnati, O.

ASSOCIATION OF AMERICAN RAILROADS.—H. J. Forster, Transportation Building, Washington, D. C.
- Operations and Maintenance Department.—Charles H. Buford, Vice-President, Transportation Bldg., Washington, D. C.
  - Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago, Ill.
    - Operating Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.
    - Transportation Section.—L. R. Knott, 59 E. Van Buren St., Chicago, Ill.
    - Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York, N. Y.
    - Freight Station Section.—L. R. Knott, 59 E. Van Buren St., Chicago, Ill.
    - Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.
    - Protective Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.
    - Safety Section.—J. C. Caviston, 30 Vesey St., New York, N. Y.
    - Telegraph and Telephone Section.—W. A. Fairbanks, 30 Vesey St., New York, N. Y.
  - Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 16-18, 1943, Chicago, Ill.
  - Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill. Annual meeting, March 16-18, 1943, Chicago, Ill.
  - Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago, Ill.
  - Signal Section.—R. H. C. Balliet, 30 Vesey St., New York, N. Y. Annual meeting, October 13-14, 1942, Hotel Stevens, Chicago, Ill.
- Mechanical Division.—Arthur C. Browning, 59 E. Van Buren St., Chicago, Ill.
  - Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago, Ill.
- Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Building, Washington, D. C.
- Freight Claim Division.—Lewis Pilcher, 59 E. Van Buren St., Chicago, Ill.
- Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington, D. C.
- Car-Service Division.—E. W. Coughlin, Transportation Building, Washington, D. C.

Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Building, Washington, D. C.
- Accounting Division.—E. R. Ford, Transportation Building, Washington, D. C.
- Treasury Division.—E. R. Ford, Transportation Building, Washington, D. C.

Traffic Department.—A. F. Cleveland, Vice-President, Transportation Building, Washington, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Claim Agent, Alton R. R., 340 W. Harrison St., Chicago, Ill. Annual meeting, June 17, 1942, Hotel Sherman, Chicago, Ill.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—P. R. Austin, Johns-Manville Sales Corp., Merchandise Mart, Chicago, Ill. Exhibit in conjunction with convention of the American Railway Bridge & Building Association, October 13-15, 1942, Hotel Stevens, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcil Ave., N. D. G., Montreal, Que. Regular meetings, second Monday of each month except June, July and August, Windsor Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS, MO.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—Frank Kartheiser, Chief Clerk, Mechanical Dept., C. B. & Q., Chicago, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—G. K. Oliver, 8238 S. Campbell Ave., Chicago, Ill. Regular meetings, second Monday of each month, except June, July and August, La Salle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—Mrs. M. D. Reed, 1840-42 Hotel Statler, McKinley Square, Buffalo, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—J. T. Bougher, 424 W. 33rd St. (11th floor), New York, N. Y.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York, N. Y. Regular meetings, second Friday of January, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker Street, No. Little Rock, Ark.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany, N. Y.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington, D. C. Annual meeting, November, 1942, Dallas, Tex.

NATIONAL RAILWAY APPLIANCES ASSOCIATION.—C. H. White, Room 1826, 208 S. La Salle St., Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Touraine, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September, and December, 29 W. 39th St., New York, N. Y.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box A, Sausalito, Cal. Regular meetings, second Thursday of each alternate month, at Palace Hotel, San Francisco, Cal., and Hotel Hayward, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 1647 Oliver Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 600 W. Jackson Blvd., Chicago, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—J. D. Conway, 1647 Oliver Bldg., Pittsburgh, Pa.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York, N. Y. Meets with Telegraph and Telephone Section of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 903 Syndicate Trust Bldg., St. Louis, Mo.

ROADMASTERS' AND MAINTENANCE OF WAY ASSO-

* * *

Budd Streamliners Win Art Award

Colonel E. J. W. Ragsdale, Budd chief engineer, left, receives the 1942 award of achievement of the Art Directors' Club of Philadelphia, presented "for conceiving and successfully introducing a new idea in rail transportation through the development of the stainless steel railway car."

Continued on next left-hand page

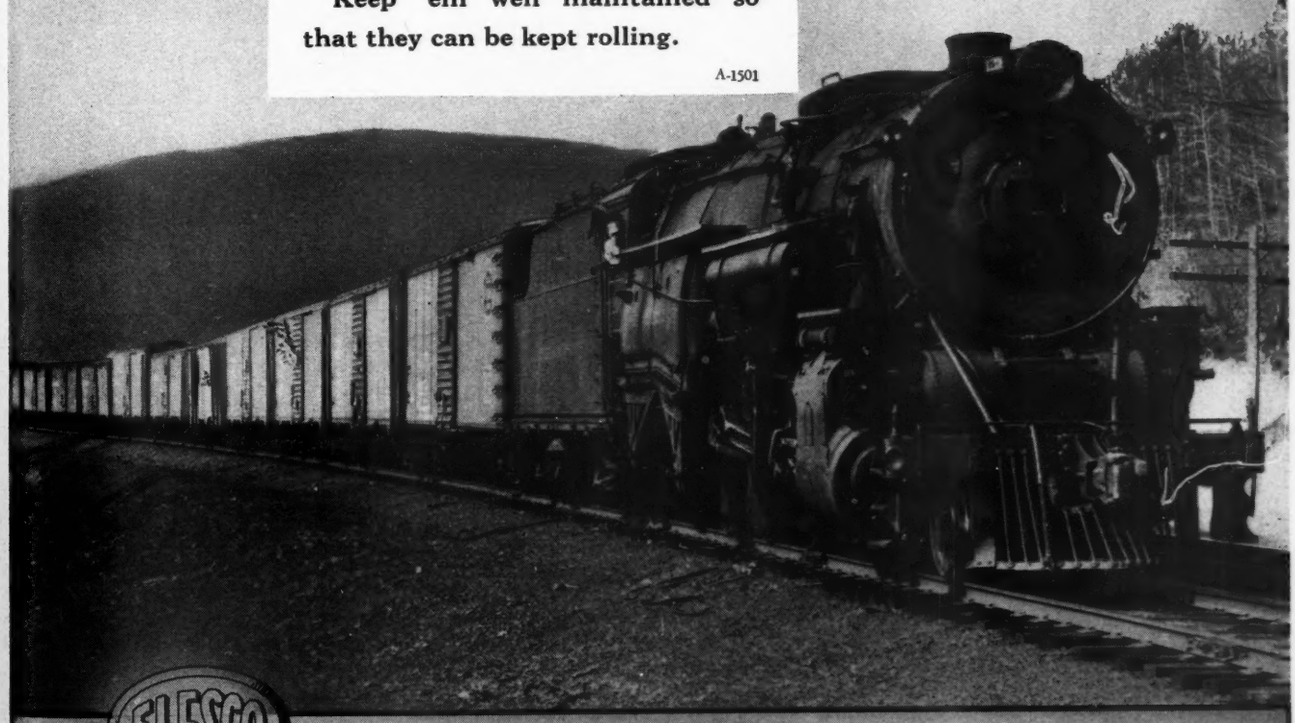
24 YEARS OLD

AND FAR FROM THE SCRAP PILE

Steam locomotives are known for their long life and low first cost. Many steam locomotives 24 years old or more, are doing their part at this time to keep 'em rolling.

Keep 'em well maintained so that they can be kept rolling.

A-1501



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Representative of
AMERICAN THROTTLE COMPANY, INC.
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122 S. Michigan Blvd., CHICAGO

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Montreal, Canada
THE SUPERHEATER COMPANY, LTD.

CIATION.—A. G. Shaver, 310 S. Michigan Ave., Chicago, Ill. Annual meeting, September 15-17, 1942, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—D. W. Brantley, C. of Ga. Ry., Savannah, Ga.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, O. and C. Company, 59 E. Van Buren St., Chicago, Ill. Exhibit in conjunction with Roadmasters' and Maintenance of Way Association Convention, September 14-17, 1942, Hotel Stevens, Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 12 Hatfield Place, Port Richmond, Staten Island, N. Y. Annual meeting, October 10-11, 1942, Baltimore, Md.

WESTERN RAILWAY CLUB.—E. E. Thulin (Executive Secretary) Room 822, 310 S. Michigan Ave., Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

SIGNALING

THE LEHIGH VALLEY has placed an order with the General Railway Signal Company for d-c. block signal materials to be installed on double track between Sayre, Pa., and Manchester, N. Y., a distance of 89 miles. The order includes 82 type SA color light signals, 50 Model 7 switch circuit controllers, type K relays, transformers, and relay cases.

THE BOARD OF TRANSPORTATION OF THE CITY OF NEW YORK has contracted with the General Railway Signal Company for a-c. block signaling and interlocking equipment to be installed on the Culver Line, Line B of the New York City Transit System, north of Ditmas avenue to West Eighth street in the Borough of Brooklyn. The order includes a Model 5E electric interlocking machine with 38 working levers and 6 spare spaces, 103 train stops, 14 Model 5 switch machines, type AW color light signals, relay and junction boxes pre-wired at the factory, transformers, switch circuit controllers, rectifiers, and a-c. relays.

THE MISSOURI PACIFIC has placed an order with the General Railway Signal Company, covering materials for the extension of a centralized traffic control system now in service between Hot Springs Junction, Ark., and Etta, from the latter point to Gurdon. This 27-mile extension will include two passing sidings and the control of two signals at the end of double track in the territory between Etta and Gurdon. The order calls for two additional panels, with corresponding cabinets of coding relays to be inserted into the existing control machine at Malvern. The panels have nine working levers for the control of four switches and 18 operating signal heads. It also includes coding equipment for the field locations, 5 Model 5D dual-control switch machines, 18 type-G color light signals, 2 type-L color light dwarfs, 5 welded-steel instrument housings, 6 ft. by 6 ft., pre-wired at the factory, and a quantity of type K relays, rectifiers, and transformers.

Supply Trade

John S. Hutchins, district sales manager of the **Ramapo Ajax Division** of the **American Brake Shoe & Foundry Co.,** with headquarters at Chicago, has been promoted to sales manager in charge of all sales of this division, with the exception of those on the West Coast and at Pueblo, Colo., which will be under the jurisdiction of **H. W. Renick,** vice-president. Mr. Hutchins was born at Arlington, Mass.,

J. S. Hutchins

on December 30, 1904, and after attending Yale University entered the employ of Ramapo Ajax at Chicago in September, 1925. Two years later he was transferred from the plant to the sales department and in 1930 was moved to the Cleveland office. In 1933 he was placed in charge of sales in the Chicago district, being promoted to district sales manager in charge of the entire Middle West territory in 1941.

Charles H. McCrea, manager of the Cleveland, Ohio, works of the **National Malleable & Steel Castings Co.,** has been elected first vice-president and a member of the board of directors.

H. N. Arbuthnot, district manager of the Detroit, Mich., office of the **Allegheny Ludlum Steel Corporation,** has been promoted to the position of assistant general sales manager, with new headquarters at Pittsburgh, Pa.

Herschel E. Post, manager of the Houston, Texas, paint factory of the **Pittsburgh Plate Glass Company,** has been appointed general sales manager of industrial finishes, with headquarters at Pittsburgh, Pa.

The Cummins Diesel Engine Corporation of New York has announced the change in its corporate name to the **Rogers Diesel & Aircraft Corporation.** The offices and plant of the corporation will be located as formerly at 1120 Leggett avenue, New York.

Robert E. Lewis, assistant to the treasurer of the **American Steel & Wire Co.** at Cleveland, Ohio, has been promoted to treasurer with headquarters at Chicago. **John G. Nelson,** assistant secretary and assistant treasurer at Cleveland, has been promoted to secretary and assistant treasurer at Chicago. **John N. Moylan,** credit manager at Chicago, has been appointed assistant treasurer with the same headquarters. **Robert Gordon,** credit manager at New York, has been made assistant treasurer with the same headquarters. **John B. Cavanagh,** chief clerk in the secretary's office at Cleveland, has been appointed assistant secretary at Cleveland.

OBITUARY

Henry C. Stiff, retired superintendent of engineering of the Lorain division, Carnegie-Illinois Steel Corporation, Johnstown, Pa., died on May 22. He was 71 years of age.

Eugene W. Richey, western sales representative of the New York Air Brake Company, with headquarters in Chicago, died in the Passavant hospital in that city on May 28.

Financial

ATCHISON, TOPEKA & SANTA FE.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon five branch lines in Kansas and Oklahoma, totaling 193.3 miles. The lines to be abandoned are as follows:

(1) From Benedict Junction, Kans., to Emporia, 63.5 miles;

(2) From Madison Junction, Kans., to Moline, 59.8 miles;

(3) From Iowa, Kans., to Gerlane, 9.9 miles;

(4) From Florence, Kans., to Eldorado, 27.5 miles; and

(5) From Anthony, Kans., to Cherokee, Okla., 32.6 miles.

CALIFORNIA WESTERN RAILROAD & NAVIGATION.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon its branch line extending northeasterly from Glen Blair Junction, Calif., to the end of the line at Glen Blair, 3.2 miles.

CENTRAL OF GEORGIA.—*Compensation of Trustee.*—Division 4 of the Interstate Commerce Commission has ordered that Merrel J. Callaway be paid at a maximum rate of $20,000 a year for his services as trustee of this company during reorganization proceedings under section 77 of the bankruptcy act.

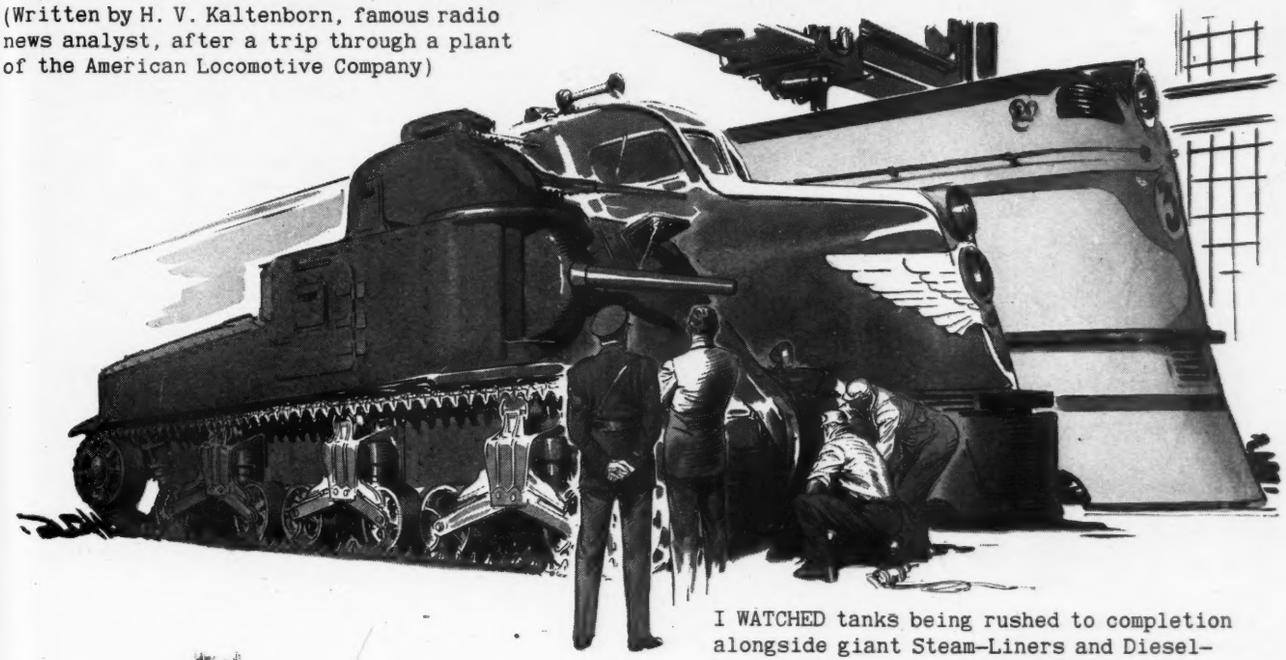
CHICAGO, ROCK ISLAND & PACIFIC.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon a line extending from Lawton, Okla., to Grandfield, 34 miles.

CHICAGO, ROCK ISLAND & PACIFIC.—*Elected President.*—Edward N. Brown, chairman of the board and finance committee of the Chicago, Rock Island & Pacific and chairman of the board of the St. Louis-San Francisco, was elected president and chairman of the board of the Rock Island on May 27. M. L. Bell, vice-president and

Continued on next left-hand page

H. V. KALTENBORN says, "Here Is America's Answer"

(Written by H. V. Kaltenborn, famous radio news analyst, after a trip through a plant of the American Locomotive Company)



I WATCHED tanks being rushed to completion alongside giant Steam-Liners and Diesel-Liners. Here was power to attack, power to transport, power to supply...mobile power taking shape under skilled hands, with a hundred years of engineering know-how back of every man. And when they told me that dozens of other items of ordnance were keeping an army of these men busy, I felt that we were winning the battle of production at last.

I LOOKED IN on the gun carriage assembly. Those gun carriages cost twice as much as the actual gun, and are as difficult to manufacture as a tank. Like the tanks, they cost about a dollar a pound. And again, like the tanks, the production figures are good. At Fort Bragg, the other day, I learned what those carriages can do when the guns go into action.

I WISH you could have seen those new forges take a big red-hot ingot for a breech-block and knead it like dough! Then it's machined right here to watch-work accuracy... It's a heartening thing to see our America swing into victory tempo on the factory front.

I SAW big war heads being machined for those $15,000 torpedoes that carry 600 pounds of T.N.T. at 40 miles an hour. I saw a lot of them. In fact, everywhere I looked I saw an encouraging profusion and a cheering volume of production. But the best part of the story is the part I cannot tell. We'll tell that part to Hitler...first!

AMERICAN LOCOMOTIVE

MANUFACTURERS OF MOBILE POWER

STEAM, DIESEL AND ELECTRIC LOCOMOTIVES

MARINE DIESELS, TANKS, GUN CARRIAGES AND OTHER ORDNANCE

general counsel of the Rock Island, was elected chairman of the executive committee; Carl Nyquist, vice-president, secretary and treasurer, was elected chairman of the finance committee; and A. C. Middleton, general auditor, and Herbert J. Campbell, attorney, of the firm of Campbell, Clark & [illegible], were elected directors.

CENTRAL RR. OF NEW JERSEY.—*Annual Report.*—The 1941 annual report of this company shows net income of $539,306 after interest and other charges, an increase of $3,663,704 as compared with net deficit of $3,124,397 in 1940. Selected items from the income account follow:

	1941	Increase or Decrease Compared with 1940
RAILWAY OPERATING REVENUES	$43,357,579	+$7,474,593
Maintenance of way	4,400,254	+1,084,234
Maintenance of equipment	8,957,004	+1,024,602
Transportation	17,237,475	+2,925,510
TOTAL OPERATING EXPENSES	32,372,721	+5,028,890
Operating ratio	74.66	–1.54
NET REVENUE FROM OPERATIONS	10,984,858	+2,445,703
Railway tax accruals	3,615,316	–1,495,929
Hire of equipment	2,293,449	+176,674
Joint facility rents—Cr.	11,957	+41,703
NET RAILWAY OPERATING INCOME	5,088,050	+3,723,255
Total non-operating income	836,131	–25,472
GROSS INCOME	5,924,181	+3,697,783
Rent for leased roads and equipment	2,359,857	–19,673
Interest on funded debt	2,397,150	–18,000
TOTAL DEDUCTIONS FROM GROSS INCOME	5,384,874	+34,080
NET INCOME	$539,306	+$3,663,704

CHICAGO, ROCK ISLAND & PACIFIC.—*Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon a branch line extending from Chickasha, Okla., to Lindsay, 24.8 miles.

DANVILLE & WESTERN.—*Abandonment.*—This company would be authorized to abandon a portion of its line extending from Fieldale, Va., west to Stuart, 26.5 miles, if Division 4 of the Interstate Commerce Commission adopts a recommended report of its Examiner A. G. Nye. Examiner Nye would have the commission attach a condition that the line should be sold within 30 days to any person offering to purchase it for continued operation and willing to pay for it a price not less than its fair net salvage value.

ERIE.—*Northern Railroad Intervention.*—In connection with the reorganization of the Northern R. R. of New Jersey, and its acquisition of its stock by the Erie, A. Hicks Lawrence of New York, who states that he holds more than 15 per cent of the stock of the Northern, has asked I. C. C. permission to intervene in the proceedings—contending that the proposed Erie acquisition of Northern stock on a share-for-share basis is insufficiently liberal.

ERIE. — *Reorganization.* — In connection with its recent reorganization this company has been granted a certificate by Division 4 of the Interstate Commerce Commission that it was in an unsound financial condition at the time of the discharge of its old security obligations pursuant to section 77 of the Bankruptcy Act. The certificate was issued pursuant to section 22(b) (9) of the Internal Revenue Code.

FLORIDA EAST COAST.—*Compensation of Counsel.*—Division 4 of the Interstate Commerce Commission has ordered that Russell L. Frink may be paid a maximum compensation at the rate of $12,000 a year, commencing May 19, for his services as counsel to the trustees during the reorganization proceedings of this company under section 77 of the Bankruptcy Act.

FREDERICKSBURG & NORTHERN.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon as to interstate and foreign commerce its entire line extending from Fredericksburg, Tex., to Fredericksburg Junction, 23.4 miles. The authority was granted subject to the condition that the line be sold, free from all liens and encumbrances, to any person or persons offering, within 30 days from the date of the certificate, to purchase it for continued operation, at a price equal to the fair net salvage value thereof.

LAKESIDE & MARBLEHEAD. — *Abandonment.*—This company has asked the Interstate Commerce Commission for authority to abandon its line extending from Marblehead, Ohio, to Station 521 plus 89.6, 2.5 miles.

LIME ROCK.—*Abandonment.*—This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon as to interstate and foreign commerce its entire line consisting of 3.5 miles of main line and 7.5 miles of sidings, all within the city limits of Rockland, Me.

NELSON & ALBEMARLE.—*Deficit Status.*—Division 4 of the Interstate Commerce Commission has found that this company is not entitled to benefit under section 204 of the Transportation Act of 1920, as amended January 7, 1941, and has dismissed its claim for compensation during the period of private operation in the government control period.

NEW YORK CENTRAL.—*Equipment Trust Certificates.*—Because of a shortage of equipment due to the war needs, this company has asked the Interstate Commerce Commission for authority to substitute in Finance Docket No. 13341 certain other equipment for 1,928 55-ton steel box cars costing $5,109,200, and seven Diesel-electric switching locomotives costing $305,032. The application states that arrangements have been made for the construction of "substantial numbers" of freight locomotives, switching locomotives, and gondola cars, and the company believes that certain needed hopper and flat cars may also be obtainable. The company will execute additional trusts as it becomes known what equipment will be available.

In its application the company told the commission that the production of the box cars had been stopped by the War Production Board, while the switching locomotives may be allocated by the Office of Defense Transportation to other carriers if the need for such action should arise.

NEW YORK, ONTARIO & WESTERN.—*Purchase of Trustee's Certificates.*—Acting on this company's request, Division 4 of the Interstate Commerce Commission has dismissed its recent application in Finance Docket No. 13690 for approval of a plan whereby the Reconstruction Finance Corporation would purchase $2,000,000 of trustee's certificates.

PERE MARQUETTE.—*Abandonment.*—This company has asked authority from the Interstate Commerce Commission to abandon a line and the operation thereof extending from Paw Paw, Mich., to Lawton, 3.1 miles.

ST. LOUIS-SAN FRANCISCO.—*Equipment Trust.*—This company has sold, subject to I. C. C. approval, an issue of $2,120,000 one-to-ten-year 2 per cent equipment trust certificates, to Salomon Bros. & Hutzler, Dick & Merle-Smith, and Stroud & Co. The price offered by the successful bidders was 99.2599 and the issue was publicly offered at prices to range from 0.9 per cent to 2.4 per cent. The indenture gives the road the option of calling the last five maturities, should WPB difficulties make it impossible to obtain all the equipment which the issue is designed to cover.

SOUTHERN PACIFIC. — *Abandonment.* — This company has been authorized by Division 4 of the Interstate Commerce Commission to abandon the so-called Whittier branch extending in a northeasterly direction from Studebaker, Calif., to the end of the branch at Whittier, 5.9 miles.

UNION PACIFIC.—*Abandonment by the Los Angeles & Salt Lake.*—The Los Angeles & Salt Lake and the Union Pacific, respectively, have asked the Interstate Commerce Commission for authority to abandon the Fairfield branch and the operation thereof extending from Cutler, Utah, to Five Mile Pass, 23 miles.

UNION PACIFIC.—*Abandonment by the Los Angeles & Salt Lake.*—The Los Angeles & Salt Lake and the Union Pacific, respectively, have asked the Interstate Commerce Commission for authority to abandon the Fillmore branch and the operation thereof extending from Delta, Utah, to Fillmore, 31.2 miles.

UNION PACIFIC.—*Abandonment by the Oregon-Washington Railroad & Navigation.*—The Oregon-Washington Railroad & Navigation and the Union Pacific, respectively, have asked the Interstate Commerce Commission for authority to abandon the Brogan branch and the operation thereof extending from Vale, Oreg., to Brogan, 23.7 miles.

Dividends Declared

Allegheny & Western.—Guaranteed, $3.00, semi-annually, payable July 1 to holders of record June 20.

Atchison, Topeka & Santa Fe.—5 Per Cent Non-Cumulative Preferred, $2.50. semi-annually, payable August 1 to holders of record June 26.

Dayton & Michigan.—8 Per Cent Preferred, $1.00, quarterly, payable July 7 to holders of record June 16.

Reading Company.—2nd Preferred, 50c, quarterly, payable July 9 to holders of record June 18.

Railway Officers

EXECUTIVE

R. E. Plummer has been appointed assistant to vice-president in charge of finances of the Southern Pacific, with headquarters at New York.

J. M. Fields and **J. B. Sharpton,** assistants to general traffic manager of the Atlantic Coast Line, with headquarters at Wilmington, N. C., have been appointed assistants to vice-president.

FINANCIAL, LEGAL AND ACCOUNTING

W. F. Bender has been appointed assistant secretary of the Wabash, with headquarters at St. Louis, Mo.

J. B. Welch has been appointed general accountant of the Southern, with headquarters at Washington, D. C., succeeding **J. Aitcheson,** who has been assigned to other duties as special tax accountant.

T. E. Adamson has been appointed assistant freight claim agent of the Chicago & North Western, with headquarters at Chicago, succeeding **W. W. Carson,** who retired from active service on June 1 after more than 51 years railroad service.

OPERATING

H. C. Vinsant, master mechanic on the Texas & Pacific at Marshall, Tex., has been appointed shop superintendent at Ft. Worth, Tex.

H. G. Farnham has been appointed assistant superintendent of the River division of the New York Central at Weehawken, N. J. **F. H. Dugan** has been appointed trainmaster of the Rochester (N. Y.) division.

J. R. Stemm, general agent for the Chicago, Indianapolis & Louisville (Monon) at Lafayette, Ind., has been promoted to superintendent of the Northern division, with the same headquarters, succeeding **C. C. Shoulty,** who has been appointed supervisor of train and yard operations at Lafayette.

A. W. Ellington, trainmaster of the Birmingham district of the Illinois Central, retired fom active service on June 1. Mr. Ellington's territory has been assigned to **W. K. McKay,** trainmaster at Jackson, Tenn., and **H. J. Rouck,** trainmaster at Grenada, Miss., has been assigned a portion of the territory formerly under the jurisdiction of Mr. McKay.

E. L. Henry, superintendent of safety of the Chicago & North Western, with headquarters at Chicago, has been appointed superintendent of safety also of the Chicago, St. Paul, Minneapolis & Omaha and **W. R. Lofgren,** superintendent of the safety department of the Omaha, with headquarters at St. Paul, Minn., has been appointed assistant superintendent of safety for the North Western system (including the Omaha), with the same headquarters.

H. P. Hannan, supervisor car service and demurrage in the office of the manager of freight transportation of the New York Central at New York, has been promoted to superintendent of freight transportation of the Chicago district of the New York Central, the Indiana Harbor Belt, the Chicago Junction Railway and the Chicago River & Indiana, with headquarters at Gibson, Ind., succeeding **C. E. Hinchman,** who died on April 12.

M. M. Cronk, superintendent of the Chicago-Petoskey division of the Pere Marquette, with headquarters at Grand Rapids, Mich., has been promoted to general superintendent, with headquarters at Detroit, Mich., succeeding **Albert E. Badger,** whose death on May 24 was reported in the *Railway Age* of May 30. **Carl J. Millikin,** superintendent of the Detroit-Grand Rapids division, with headquarters at Detroit, has been transferred to Grand Rapids, relieving Mr. Cronk, and **C. L. McGrain,** superintendent of the Canadian division, with headquarters at St. Thomas, Ont., has been transferred to Detroit, replacing Mr. Millikin. **Charles Smale,** trainmaster at St. Thomas, has been advanced to superintendent of the Canadian division, with the same headquarters, succeeding Mr. McGrain.

H. M. Shapleigh has been appointed superintendent of the Klamath division of the Great Northern, with headquarters at Klamath Falls, Ore., succeeding **Roy A. McCandless,** who retired from active service on June 1. Mr. McCandless was born at Wilton Junction, Iowa, on June 5, 1879, and entered railway service on September 1, 1894, as an office boy in the office of the general manager of the Great Northern. He later served as secretary to the general manager, chief clerk to the superintendent on various divisions, trainmaster, assistant superintendent, superintendent of various divisions and general superintendent at Great Falls, Mont. In January, 1937, he was promoted to general manager of the Lines West of Williston (N. D.), with headquarters at Seattle, Wash., and in January, 1942, he was appointed superintendent of the Klamath division.

J. R. Strother, assistant superintendent on the Canadian Pacific, with headquarters at Bassano, Alta., has been promoted to superintendent of the Saskatoon division, with headquarters at Saskatoon, Sask., succeeding **John L. Jamieson,** who retired from active service on May 31. **George Meldrum** has been appointed assistant superintendent at Bassano, replacing Mr. Strother. Mr. Jamieson was born at Halifax, N. S., on May 28, 1887, and entered railway service on July 13, 1898, as an engine wiper on the Canadian Pacific. In February, 1899, he was promoted to foreman and four years later he was appointed a locomotive engineman. In November, 1916, he was advanced to road foreman of engines and two months later he was promoted to trainmaster. Mr. Jamieson was advanced to division superintendent at Calgary, Alta., in October, 1918, and in April, 1934, he was transferred to Saskatoon, where he remained until his retirement.

Walter C. Owens, general superintendent of transportation of the Western region of the Canadian National, has been promoted to assistant general manager of the Western region, with headquarters as before at Winnipeg, Man., a newly-created position. **W. I. Monroe,** general superintendent of the Saskatchewan district, with headquarters at Saskatoon, Sask., has been advanced to general superintendent of transportation of the Western region, with headquarters at Winnipeg, succeeding Mr. Owens. **Howard H. Sparling,** division superintendent at Edmonton, Alta., has been promoted to general superintendent of the Saskatchewan district, relieving Mr. Monroe. **Norman P. North,** superintendent of the Portage-Brandon division, with headquarters at Winnipeg, has been advanced to general superintendent of the Manitoba district, with the same headquarters, replacing **B. T. Chappell,** who retired from active service on May 15. **Stanley Dingle,** division superintendent at Dauphin, Man., has been transferred to Winnipeg, succeeding Mr. North, and **Fred J. Myers,** assistant superintendent at Fort Rouge, Man., has been promoted to superintendent at Dauphin, replacing Mr. Dingle. **James Clark,** division superintendent at Prince Rupert, B. C., has been transferred to Edmonton, relieving Mr. Sparling, and **George Glay,** assistant superintendent at Sioux Lookout, Ont., has been promoted to superintendent at Prince Rupert, succeeding Mr. Clark.

Walter C. Owens

Mr. Owens was born at Manitou, Man., on October 29, 1884, and entered transportation service on May 1, 1904, serving as clerk, brakeman, conductor, trainmaster and assistant superintendent on the Canadian Northern at various points in Western Canada. In 1927 he was appointed superintendent of the Winnipeg terminal division of the Canadian National and in 1930 became superintendent of freight train service, on the staff of the chief of transportation, at Montreal, Que. In the following year he was appointed general su-

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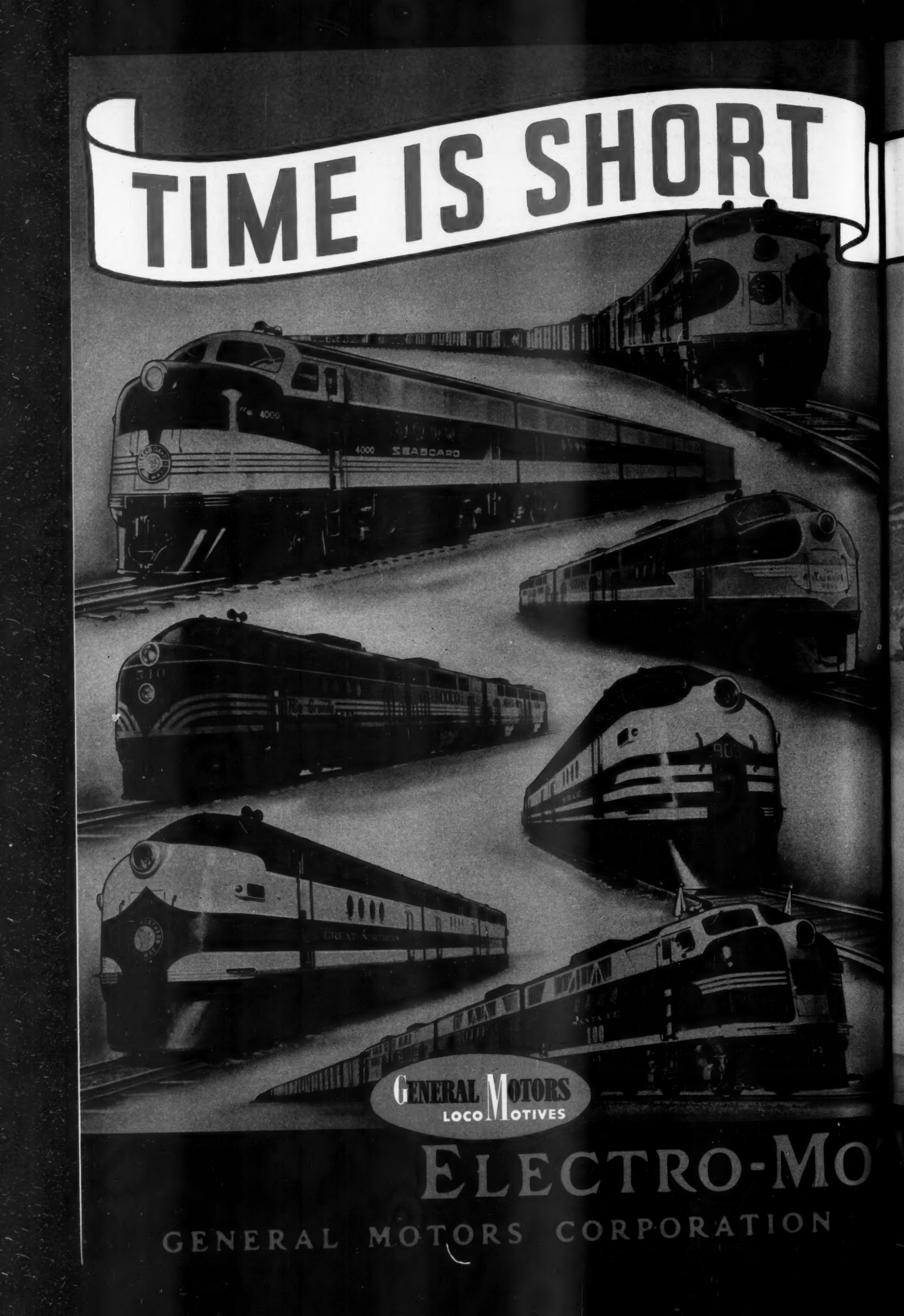
TIME IS SHORT
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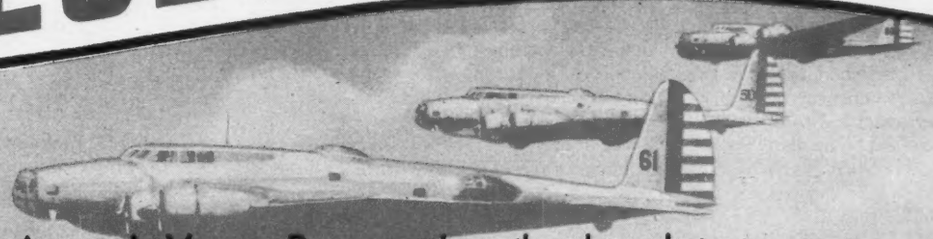

IN America's Victory Program, the railroads rank in importance with the Army, Navy and Air Corps, and of all the indispensable parts of the war effort, transportation is the most far reaching. It enters every stage of production from the time raw materials leave the ground until the finished products reach their final destination. Troops, planes, ships, tanks, guns, shells, bombs, as well as that great army of workers in war production plants, would all be useless without transportation.

This is no time to waste time, and fortunate are the railroads using General Motors Diesel locomotives, for in them lie the advantages which are so vitally important at this time.

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WHO SERVES THE RAILROADS—SERVES AMERICA

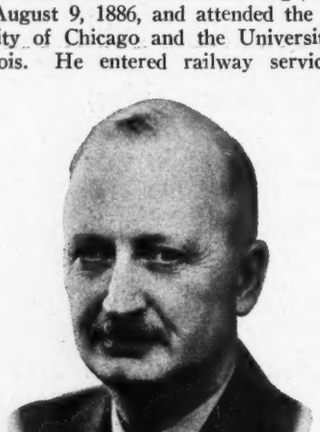
VE DIVISION

LA GRANGE, ILLINOIS, U. S. A.

perintendent of the Saskatchewan district, with headquarters at Saskatoon, and was transferred to the Alberta district at Edmonton in January, 1936. In October, 1940, he was advanced to general superintendent of transportation at Winnipeg.

Mr. Munro was born at Allenford, Ont., on November 9, 1884, and entered railway service in 1900 as an assistant agent on the Canadian Pacific, subsequently serving as an agent and telegrapher. From 1902 to 1918 he served on the Canadian Pacific and the Canadian Northern (now part of the Canadian National) as a dispatcher and chief dispatcher and in 1919 he was advanced to superintendent on the Canadian National at Winnipeg. Mr. Munro was promoted to general superintendent, with headquarters at Edmonton, Alta., in 1930 and on December 1, 1936, he was appointed general superintendent of the Saskatchewan district at Saskatoon.

Mr. North was born at Ft. Dodge, Iowa, on August 9, 1886, and attended the University of Chicago and the University of Illinois. He entered railway service in



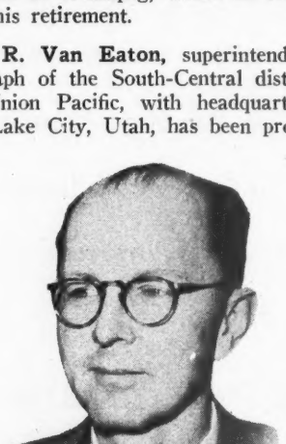
Howard H. Sparling

1901 as an assistant agent on the Illinois Central, later serving successively as operator, car distributor and train dispatcher on that road; train dispatcher on the New York Central; and train dispatcher and chief dispatcher on the Illinois Central. In 1912 he went with the Grand Trunk Western as a chief dispatcher, later serving as division agent, trainmaster and trainmaster, special duty. Mr. North was appointed assistant superintendent jointly on the Grand Trunk and the Canadian National in 1918 and in 1927 he was advanced to superintendent on the C. N. R., serving on the Horne Payne and Port Arthur divisions until 1932, when he was appointed superintendent of transportation of the Manitoba district. In 1937 he was appointed division superintendent at Prince Albert, Ont. Mr. North was transferred to Dauphin, Man., in 1938 and to Winnipeg in March, 1940.

Mr. Sparling was born at Rockwood, Ont., on November 18, 1883, and entered railway service in September, 1901, as a telegrapher on the Grand Trunk (now part of the Canadian National). During the next few years he served as a telegraph operator on the Michigan Central and the Delaware, Lackawanna & Western and as night manager of the commercial news department of the Great North Western Telegraph Company at Toronto, Ont. Mr. Sparling returned to the Grand Trunk in January, 1907, as a dispatcher and in July, 1911, he transferred to the Grand Trunk Pacific (now part of the Canadian National) as a dispatcher at Fort William, Ont. On October 23, 1923, he was promoted to night chief train dispatcher at Port Arthur, Ont., and on July 1, 1924, he was advanced to chief dispatcher at Winnipeg, four years later being transferred to Port Arthur. On July 21, 1929, he was promoted to superintendent of transportation at Winnipeg, and from June, 1933, to April, 1937, he was assigned to various duties including chief dispatcher, assistant to the general superintendent of transportation and inspector of train dispatchers. Mr. Sparling was appointed superintendent of transportation at Edmonton in April, 1937, and on May 1, 1939, he was appointed division superintendent at Edmonton.

Mr. Chappell was born at Charlottetown, P. E. I., on May 31, 1877, and entered railway service in 1895 as a clerk in the freight department of the Northern Pacific at Winnipeg, subsequently transferring to train service with the Northern Pacific and then the Canadian Northern (now part of the Canadian National) at that point. In 1903 he was promoted to yardmaster at Port Arthur, Ont., and two years later he was advanced to trainmaster on the Western division. In 1913 he was further advanced to superintendent of the Western division and two years later he was transferred to the Pacific district. Mr. Chappell was promoted to general superintendent of the Saskatchewan district in January, 1919, and in August, 1929, he was transferred to the British Columbia district. In November, 1937, he was transferred to the Manitoba district, with headquarters at Winnipeg, where he remained until his retirement.

G. R. Van Eaton, superintendent of telegraph of the South-Central district of the Union Pacific, with headquarters at Salt Lake City, Utah, has been promoted



G. R. Van Eaton

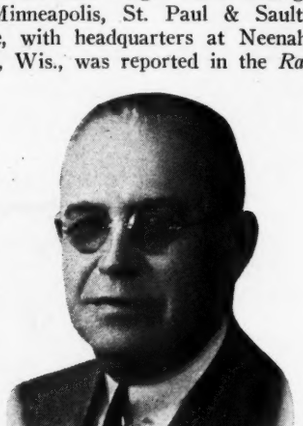
to superintendent of telegraph for the system, with headquarters at Omaha, Neb. Mr. Van Eaton entered the service of the Union Pacific in 1923 as a station agent at Sloan, Nev., and in 1934 was promoted to wire chief at Las Vegas, Nev. In 1937 he was advanced to manager of the telegraph office at Las Vegas and in June, 1941, he was promoted to assistant superintendent of telegraph, with headquarters at Salt Lake City. Two months later, his title was changed to superintendent of telegraph of the South-Central district, which position he held until his recent promotion.

TRAFFIC

Cecil M. Jackson has been appointed live stock development agent of the Atlantic Coast Line at Rocky Mount, N. C.

J. E. Myers, who has been traveling passenger agent of the Canadian National at Pittsburgh, Pa., since 1931, has been promoted to general agent, with the same headquarters.

George M. Thompson, whose promotion to assistant freight traffic manager on the Minneapolis, St. Paul & Sault Ste. Marie, with headquarters at Neenah-Menasha, Wis., was reported in the *Railway*



George M. Thompson

Age of May 30, was born at Wakefield, Que., on October 17, 1880, and attended Stevens Point Normal school. He entered railway service in May, 1900, as a local agent on the Wisconsin Central (now part of the Soo Line) at Hewitt, Wis., later serving as local agent at Colby, Wis., and Neenah-Menasha. In 1925 he was promoted to general agent for the Soo Line at that point and in August, 1930, he was appointed division freight agent. Mr. Thompson was advanced to assistant general freight agent in 1935, which position he held until his recent promotion.

The headquarters of **George A. Hager,** general agent for the Duluth, South Shore & Atlantic and the Mineral Range at Bay City, Mich., has been transferred to Grand Rapids, Mich.

Martin E. Klein, coal freight agent for the Pennsylvania at Chicago, has been promoted to acting general coal freight agent, with the same headquarters, succeeding **Henry W. Large,** who has been granted a leave of absence to serve in the United States Navy.

William J. Nolan, general agent of the Delaware, Lackawanna & Western, with headquarters at Cincinnati, Ohio, has

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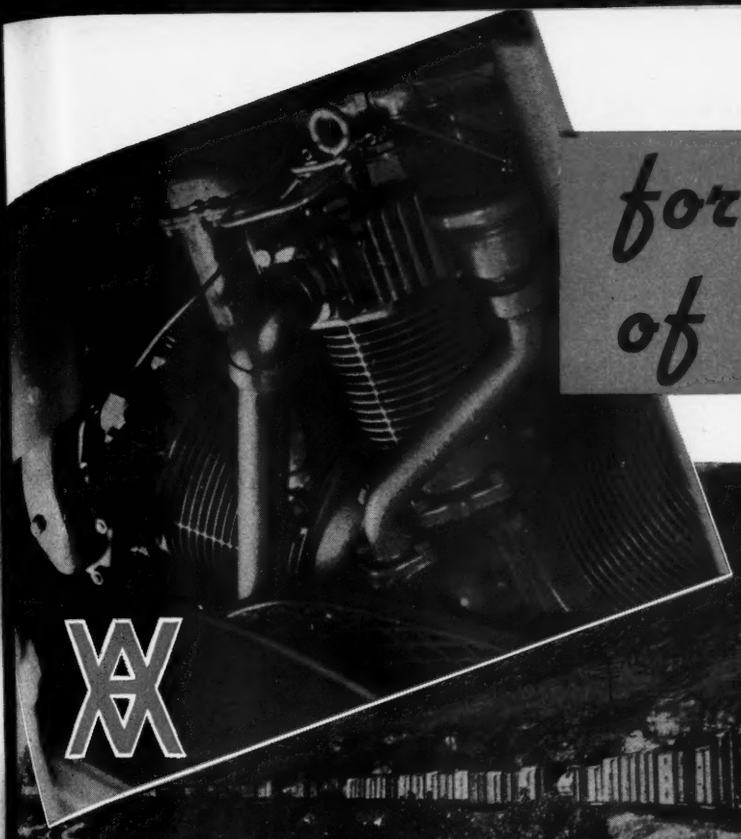

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WILMERDING, PENNSYLVANIA

been transferred to Boston, Mass., succeeding **John M. Kerans. Harry F. Doyle,** commercial agent at Albany, N. Y., has been promoted to general agent at Cincinnati.

D. J. McGanney, general freight agent of the Central district of the Southern Pacific, Pacific lines, with headquarters at

D. J. McGanney

San Francisco, Cal., has been promoted to freight traffic manager for that district, a newly created position, with the same headquarters. Mr. McGanney entered railway service in 1911 as an office boy in the auditor's office of the Southern Pacific, but soon left this department to become connected with the freight traffic department, in which he was advanced successively through the positions of file clerk, rate clerk, head clerk, chief clerk of the manifest bureau, statistician of the freight department and assistant to the freight traffic manager, being appointed to the latter position in 1928. In the following year, Mr. McGanney was further advanced to assistant to the vice-president in charge of freight traffic for the system and in July, 1934, he was promoted to general freight agent of the Central district, with headquarters at San Francisco.

ENGINEERING & SIGNALING

William Ergmann, bridge engineer of the coast lines of the Atchison, Topeka & Santa Fe., with headquarters at Los Angeles, Cal., retired from active service on June 1.

E. H. Lewis, supervisor of track on the Illinois Central at Jackson, Miss., has been promoted to division engineer of the Louisiana and New Orleans terminal and the Gulf and Ship Island division, with headquarters at McComb, Miss., succeeding **S. C. Jump,** who has been transferred to Clinton, Ill. Mr. Jump relieves **F. W. Armistead,** who has been assigned to other duties because of illness.

Stanley E. Noble, superintendent telegraph and signals of the Chicago & North Western, has also been appointed superintendent telegraph and signals of the Chicago, St. Paul, Minneapolis & Omaha (a subsidiary of the C. & N. W.), succeeding **William C. Johnson** who has retired on account of illness. Mr. Noble will have offices in St. Paul, Minn., at the headquarters of the Omaha, as well as in Chicago. Mr. Johnson was born at Harveyville, Kan., on July 21, 1875, and attended Streator (Ill.) Commercial College and studied electrical engineering through the International Correspondence School. He entered railway service in August, 1899, as a telegraph operator on the Omaha and in October, 1903, he became a signal maintainer. On May 15, 1908, he was promoted to signal foreman and on June 1, 1911, he was advanced to signal supervisor. Mr. Johnson was further advanced to general signal supervisor, with headquarters at St. Paul, on December 19, 1912, and on July 26, 1936, he was promoted to superintendent of telegraph and signals, which position he held until his retirement.

MECHANICAL

A. C. Malone, general foreman of the Hayne car shops of the Southern at Spartanburg, S. C., has been appointed superintendent of the Hayne car shops, succeeding **W. A. Harmon,** deceased.

A. G. Hoppe, assistant mechanical engineer of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Milwaukee, Wis., has been appointed assistant to the mechanical assistant to the chief operating officer, with the same headquarters, a change of title. **Harry G. Miller,** engineer of tests, has been appointed assistant mechanical engineer and **L. E. Grant,** metallurgical and welding engineer, has been appointed engineer of tests. **H. E. Riccilus,** master mechanic on the Trans-Missouri division at Miles City, Mont., has been promoted to shop superintendent at Minneapolis, Minn., with jurisdiction to include also the Twin City terminals and the Duluth division, succeeding **F. O. Fernstrom,** who has been transferred to the Milwaukee (Wis.) shops, replacing **H. R. Abrahart,** resigned. **Barry Glen** has been appointed master mechanic at Miles City, relieving Mr. Riccius. **H. L. Ewing,** general car foreman at Chicago, has been advanced to general car department supervisor, Northern district, with headquarters at Minneapolis, Minn., succeeding **A. C. Schroeder,** who has been transferred to the Southern district, with headquarters at Chicago, replacing **F. J. Swanson,** who has been granted a leave of absence to enter military service. **E. Buchholtz,** general car foreman at Minneapolis, has been transferred to Chicago, relieving Mr. Ewing, and **C. E. Barrett** has been appointed general car foreman at Minneapolis, succeeding Mr. Buchholtz.

PURCHASES AND STORES

Francisco Hernandez has been appointed acting material agent of the Mexican Government railway system at New York, succeeding **Santiago V. Gonzalez,** who has been granted a leave of absence.

G. M. Betterton, purchasing agent of the Southern Pacific, Pacific lines, with headquarters at San Francisco, Cal., has been promoted to general purchasing agent, with the same headquarters, a change of title.

OBITUARY

H. P. Buchenery, stationery storekeeper of the Southern Pacific, with headquarters at West Oakland, Cal., died of a heart ailment at his home on May 6.

Welton L. Palmes, assistant to the comptroller of the Gulf, Mobile & Ohio, with headquarters at Mobile, Ala., died in the Missouri Pacific Hospital at St. Louis, Mo., on May 22 after a long illness.

Charles H. Morrison, former signal engineer of the New York, New Haven & Hartford at New Haven, Conn., died on May 29 at his home in that city, at the age of 71. Mr. Morrison retired in November, 1940.

Harold J. Roberts, assistant engineer on the Union Pacific at Portland, Ore., died at his home in that city on May 6 after a short illness. Mr. Roberts was well known as a railway locating and construction engineer in the Pacific Northwest and at one time was principal assistant engineer of the Oregon-Washington Railroad & Navigation Company (now part of the Union Pacific).

Arthur C. Spencer, western general counsel of the Union Pacific, with headquarters at Omaha, Neb., died at his home in that city on May 25 after suffering a heart attack. Mr. Spencer was born at Suffield, Conn., on October 17, 1872, and attended Connecticut Literary Institute at Suffield and is a graduate of Vermont Academy, Saxton's River, Vt. He obtained his legal education at the University of Oregon, graduating in May, 1895. He was appointed deputy prosecuting attorney for the Fourth Judicial district of Oregon in

Arthur C. Spencer

1900 and in 1904 he resigned to enter railway service as an attorney in the law department of the Oregon Railroad and Navigation Company (now part of the Union Pacific) at Portland, Ore. In 1912, he was promoted to general attorney at Portland, and in 1922 he was advanced to general solicitor, with the same headquarters. Mr. Spencer was promoted to western general counsel, with headquarters at Omaha, on October 19, 1937, which position he held until his death. He was a member of the Law committee of the Association of American Railroads and was active in both local and national Chamber of Commerce affairs.

Table of Freight Operating Statistics appears on next left-hand page

LESS FUEL *per* TON MILE

IN your program for the conservation of fuel do not forget the importance of close inspection of the wearing parts inside the valves and cylinders.

The intensive operation of locomotives today is liable to result in a big waste of power through small leaks which in normal times would be almost instantly stopped.

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for Diesel Service

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Freight Operating Statistics of Large Steam Railways—Selected Items

Region, road, and year		Miles of road operated	Train-miles	Locomotive-miles: Principal and helper	Locomotive-miles: Light	Car-miles: Loaded (*thousands*)	Car-miles: Per cent loaded	Ton-miles (*thousands*): Gross excluding locomotives and tenders	Ton-miles (*thousands*): Net revenue and non-revenue	Number of road locomotives on line: Serviceable: Not stored	Number of road locomotives on line: Serviceable: Stored	Number of road locomotives on line: Unserviceable	Number of road locomotives on line: Per cent unserviceable
New England Region:													
Boston & Albany	1942	362	218,511	247,992	27,439	5,344	60.8	352,712	141,512	71	..	12	14.5
	1941	362	166,209	173,278	12,284	3,661	68.1	209,088	78,895	56	3	28	32.2
Boston & Maine	1942	1,853	424,937	497,225	51,888	15,427	64.4	986,876	402,863	153	2	21	11.9
	1941	1,894	333,953	383,388	35,564	12,254	67.5	713,105	268,811	136	..	36	20.9
N. Y., New Hav. & Hartf.†	1942	1,816	523,654	670,391	60,367	19,782	66.8	1,161,900	478,676	222	..	41	16.8
	1941	1,824	418,345	526,292	33,764	15,436	68.4	848,948	325,525	199	1	59	24.1
Great Lakes Region:													
Delaware & Hudson	1942	849	387,917	487,261	54,622	14,670	62.4	1,045,490	512,321	157	12	61	26.5
	1941	849	290,024	342,567	42,084	10,727	63.7	712,626	332,037	127	37	83	33.6
Del., Lack. & Western	1942	982	390,023	448,401	62,604	15,403	69.0	966,379	429,839	131	30	36	18.3
	1941	983	389,894	458,783	63,597	15,146	69.0	892,475	365,394	131	5	72	34.6
Erie	1942	2,251	900,917	954,558	57,073	40,639	66.7	2,563,652	1,082,806	311	18	81	19.8
	1941	2,257	813,890	866,067	55,056	36,171	67.9	2,223,332	925,251	250	8	165	39.0
Grand Trunk Western	1942	1,026	266,783	271,915	1,938	8,300	65.5	516,046	203,679	63	2	20	23.5
	1941	1,023	302,216	308,851	1,969	9,335	63.4	576,034	207,935	76	1	18	18.9
Lehigh Valley	1942	1,251	442,380	480,056	69,933	17,369	65.2	1,167,170	537,288	136	3	40	22.3
	1941	1,252	393,587	427,781	64,552	15,632	67.6	962,744	415,017	127	..	56	30.6
New York Central	1942	10,494	3,701,336	3,992,826	246,469	132,643	60.2	9,292,489	4,100,018	1,130	59	204	14.6
	1941	10,522	3,243,127	3,442,362	225,208	116,445	61.9	7,813,432	3,372,603	999	42	335	24.3
N. Y., Chicago & St. Louis	1942	1,657	836,908	847,349	11,129	29,993	63.8	1,957,806	828,072	160	..	12	7.0
	1941	1,672	632,003	638,200	8,310	23,837	66.5	1,452,412	580,864	133	7	24	14.6
Pere Marquette	1942	2,021	403,745	413,764	8,066	11,606	65.0	766,911	334,280	143	..	22	13.3
	1941	2,068	430,463	448,754	9,960	12,366	62.7	788,863	305,791	126	..	31	19.7
Pittsburgh & Lake Erie	1942	232	105,252	108,673	.....	4,224	60.8	363,846	206,170	44	..	14	24.1
	1941	233	97,618	101,205	.....	4,030	62.3	335,072	188,224	36	2	22	36.7
Wabash	1942	2,382	696,614	718,244	14,546	24,022	67.6	1,490,261	614,945	158	29	65	25.8
	1941	2,397	679,643	693,373	13,972	22,885	66.4	1,370,143	513,522	148	6	108	41.2
Central Eastern Region:													
Baltimore & Ohio	1942	6,238	2,368,425	2,942,673	333,726	78,404	62.8	5,508,255	2,575,989	938	21	194	16.8
	1941	6,261	1,867,321	2,320,968	245,428	60,847	64.1	4,168,429	1,940,563	769	110	264	23.1
Central of New Jersey†	1942	661	253,053	287,885	57,434	8,011	60.6	580,861	286,449	108	17	25	16.7
	1941	680	208,923	236,689	44,459	6,576	61.0	461,227	226,729	87	2	58	39.5
Chicago & Eastern Illinois	1942	925	189,421	190,296	3,436	4,984	66.5	319,399	143,322	54	..	13	19.4
	1941	925	202,599	203,814	3,623	5,669	67.0	355,366	154,817	59	1	31	34.1
Elgin, Joliet & Eastern	1942	392	154,607	156,687	1,328	4,180	61.2	325,376	165,427	69	..	10	12.7
	1941	390	140,383	142,063	1,796	3,698	57.7	294,134	144,742	61	..	13	17.8
Long Island	1942	374	32,533	34,036	22,419	361	54.0	26,930	10,612	46	..	6	11.5
	1941	375	30,527	31,924	18,602	339	53.2	25,640	10,014	46	1	7	14.6
Pennsylvania System	1942	9,952	4,609,132	5,462,574	677,656	169,698	60.5	11,947,540	5,368,531	1,958	9	164	7.7
	1941	9,960	3,738,014	4,427,222	528,866	142,626	62.3	9,693,314	4,321,180	1,523	31	623	28.6
Reading	1942	1,429	616,491	688,363	84,223	19,406	62.3	1,426,411	720,996	258	21	49	14.9
	1941	1,431	519,673	577,366	72,797	16,445	63.4	1,186,421	595,089	242	2	112	31.5
Pocahontas Region:													
Chesapeake & Ohio	1942	3,053	983,211	1,041,099	44,034	43,550	57.2	3,647,535	1,995,944	413	18	78	15.3
	1941	3,043	964,386	1,033,682	47,946	45,916	58.6	3,779,618	2,078,600	389	43	69	13.8
Norfolk & Western	1942	2,159	775,440	817,382	48,995	34,211	58.5	2,909,478	1,559,109	300	9	21	6.4
	1941	2,169	814,753	869,914	54,649	36,891	58.6	3,024,721	1,595,431	307	10	22	6.5
Southern Region:													
Atlantic Coast Line	1942	4,983	1,029,058	1,043,215	14,476	25,938	60.3	1,650,291	631,171	323	..	28	8.0
	1941	5,072	796,912	817,695	11,729	18,695	63.6	1,114,243	416,056	303	1	41	11.9
Central of Georgia†	1942	1,783	303,024	306,201	4,863	6,864	72.4	410,056	176,812	109	..	11	9.2
	1941	1,831	298,035	301,514	4,973	7,116	73.9	401,418	167,348	93	..	28	23.1
Gulf, Mobile & Ohio	1942	1,959	287,502	346,580	4,595	9,653	72.6	576,237	262,125	95	5	10	9.1
	1941	1,963	259,420	300,394	2,865	8,764	73.6	503,431	222,903	94	3	12	11.0
Illinois Central (incl. Y. & M. V.)	1942	6,500	1,805,567	1,816,175	31,787	59,783	61.4	4,113,193	1,819,874	600	11	88	12.6
	1941	6,559	1,450,746	1,457,904	27,607	44,737	62.5	2,955,311	1,262,066	533	11	184	25.3
Louisville & Nashville	1942	4,789	1,502,925	1,616,004	42,064	36,648	61.8	2,596,104	1,260,986	402	7	57	12.2
	1941	4,856	1,349,622	1,461,159	38,789	34,416	60.2	2,470,734	1,198,805	351	38	65	14.3
Seaboard Air Line*	1942	4,293	936,592	985,024	8,684	23,977	66.2	1,521,412	634,161	271	1	35	11.4
	1941	4,298	725,885	758,492	5,131	18,227	65.2	1,098,440	428,672	252	2	48	15.9
Southern	1942	6,469	1,985,064	2,022,332	31,789	44,895	66.7	2,777,498	1,211,377	567	..	100	15.0
	1941	6,521	1,705,176	1,737,346	26,817	39,844	68.0	2,356,098	990,666	503	2	137	21.3
Northwestern Region:													
Chicago & North Western†	1942	8,262	1,010,212	1,043,952	22,937	31,786	65.1	2,044,197	842,329	344	33	168	30.8
	1941	8,316	903,826	937,262	17,821	28,123	64.4	1,773,185	689,010	299	33	249	42.9
Chicago Great Western	1942	1,447	292,073	297,870	4,328	8,926	64.7	570,451	224,269	69	..	16	18.8
	1941	1,447	281,066	283,121	6,096	8,690	64.7	535,587	197,879	71	..	15	17.4
Chi., Milw., St. P. & Pac.†	1942	10,813	1,460,431	1,525,567	62,446	46,123	64.4	3,083,106	1,366,955	475	60	93	14.8
	1941	10,847	1,355,848	1,412,983	50,686	42,886	64.5	2,741,267	1,145,672	429	47	141	22.9
Chi., St. P., Minn. & Omaha	1942	1,618	235,126	248,273	11,523	5,751	65.4	376,565	160,189	103	10	15	11.7
	1941	1,618	213,907	225,965	10,364	5,334	68.0	320,966	125,368	104	16	16	11.8
Duluth, Mis. & Iron Range	1942	543	42,688	43,103	1,166	1,465	52.3	117,130	65,512	74	1	8	9.6
	1941	541	23,152	23,324	387	336	64.6	20,063	8,986	27	16	15	25.9
Great Northern	1942	7,982	1,110,529	1,107,751	33,775	39,125	64.0	2,698,739	1,182,848	388	31	77	15.5
	1941	7,970	937,434	932,535	29,059	31,224	63.0	2,043,842	806,861	331	52	134	25.9
Minneap., St. P. & S. St. M.†	1942	4,258	467,540	476,128	8,425	11,910	63.2	785,137	340,384	140	..	5	3.4
	1941	4,251	395,547	402,531	4,314	9,678	66.0	588,612	239,129	116	..	11	8.7
Northern Pacific	1942	6,593	892,263	949,765	68,345	33,423	66.7	2,218,760	1,017,259	327	58	68	15.0
	1941	6,422	712,779	755,506	46,868	26,426	70.8	1,577,721	682,760	324	42	80	17.9
Central Western Region:													
Alton	1942	915	276,653	302,829	955	7,115	64.7	470,064	186,177	66	..	6	8.3
	1941	915	225,017	241,511	1,153	5,244	63.0	336,670	129,876	66	5	8	10.1
Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1942	13,367	2,764,636	3,068,607	175,123	85,943	61.9	5,811,474	2,157,510	730	47	137	15.0
	1941	13,430	2,142,870	2,346,208	127,668	63,387	64.7	3,978,818	1,353,663	619	85	135	16.1
Chicago, Burl. & Quincy	1942	8,888	1,275,461	1,328,688	43,266	43,142	65.1	2,791,349	1,219,079	435	27	94	16.9
	1941	8,924	1,230,124	1,264,720	45,734	39,899	64.5	2,466,355	1,002,119	422	18	109	19.9
Chi., Rock I. & Pac.†	1942	7,892	1,404,319	1,449,620	14,623	38,338	62.7	2,477,589	963,860	371	9	104	21.5
	1941	7,911	1,205,549	1,222,164	7,884	32,271	61.9	1,975,146	715,313	361	20	130	25.4
Denver & Rio Gr. Western†	1942	2,431	391,051	445,440	57,334	11,617	70.1	763,139	353,528	150	14	27	14.1
	1941	2,547	296,559	332,264	41,816	8,816	68.7	558,456	247,408	120	28	32	17.8
Southern Pac.—Pac. Lines	1942	8,479	2,283,065	2,558,681	360,861	85,725	66.2	5,593,771	2,244,367	789	4	108	12.0
	1941	8,505	1,739,390	1,893,064	232,951	63,448	64.6	4,025,731	1,457,054	607	21	147	19.0
Union Pacific	1942	9,871	2,474,119	2,594,234	180,814	84,229	67.9	5,309,272	2,243,987	746	30	93	10.7
	1941	9,892	2,232,851	2,327,271	146,405	71,335	65.7	4,328,086	1,632,906	593	36	209	24.9
Southwestern Region:													
Mo.-Kansas-Texas Lines	1942	3,281	507,658	514,252	7,202	13,819	64.4	868,435	345,456	98	..	77	44.0
	1941	3,281	404,658	408,965	6,659	10,537	64.8	627,334	225,528	76	..	102	57.3
Missouri Pacific†	1942	7,110	1,561,916	1,616,836	35,413	48,762	63.4	3,305,668	1,397,326	443	5	58	11.5
	1941	7,109	1,246,337	1,285,323	23,984	38,041	63.6	2,459,676	973,758	394	22	80	16.1
Texas & Pacific	1942	1,887	347,589	347,589	2,550	11,275	62.9	744,957	274,319	94	27	55	31.3
	1941	1,882	284,826	284,907	2,138	9,490	63.1	593,269	206,792	68	31	91	47.9
St. Louis-San Francisco†	1942	4,731	897,850	932,973	17,247	21,061	63.1	1,386,318	575,130	301	..	24	7.4
	1941	4,735	801,620	816,269	14,409	18,458	63.3	1,182,174	475,405	274	19	29	9.0
St. Louis-San Fran. & Texas	1942	159	34,770	35,019	28	580	61.2	37,285	13,546	11	..	..	...
	1941	159	29,420	29,462	51	481	62.4	31,071	10,157	10	3	2	13.3
St. Louis Southw. Lines†	1942	1,600	494,736	499,881	6,467	16,843	67.3	1,039,544	431,744	108	5	16	12.4
	1941	1,600	334,796	337,635	4,455	10,685	66.9	622,448	234,063	86	12	21	17.6
Texas & New Orleans	1942	4,400	979,933	980,699	11,544	27,404	66.5	1,786,785	739,063	235	9	13	5.1
	1941	4,415	691,373	691,508	7,775	17,651	65.3	1,117,449	415,796	217	6	39	14.9

* Report of receivers.
† Report of trustee or trustees.

for the Month of March, 1942, Compared with March 1941

Region, road, and year		Number of freight cars on line: Home	Foreign	Total	Per cent unserviceable	Gross ton-miles per train-hour, excluding locomotives and tenders	Gross ton-miles per train-mile, excluding locomotives and tenders	Net ton-miles per train-mile	Net ton-miles per loaded car-mile	Net ton-miles per car-day	Car-miles per car-day	Net ton-miles per mile of road per day	Pounds of coal per 1,000 gross ton-miles, including locomotives and tenders	Locomotive miles per locomotive day
New England Region:														
Boston & Albany	1942	550	5,446	5,996	0.3	27,005	1,636	656	26.5	751	46.6	12,610	147	115.3
	1941	667	5,894	6,561	0.8	22,123	1,277	482	21.6	402	27.4	7,030	149	74.3
Boston & Maine	1942	3,565	11,802	15,367	2.1	33,762	2,336	954	26.1	859	51.1	7,013	95	107.0
	1941	4,195	9,738	13,933	2.8	29,870	2,143	808	21.9	638	43.1	4,578	102	84.2
N. Y., New Hav. & Hartf.†	1942	4,267	20,232	24,499	2.1	32,191	2,249	927	24.2	612	37.9	8,503	102	96.9
	1941	5,926	17,664	23,590	4.3	29,288	2,062	791	21.1	472	32.7	5,757	113	78.2
Great Lakes Region:														
Delaware & Hudson	1942	6,311	6,207	12,518	3.8	41,678	2,713	1,329	34.9	1,375	63.1	19,466	105	79.0
	1941	7,532	5,027	12,559	4.6	38,410	2,478	1,154	31.0	875	44.4	12,616	118	53.2
Del., Lack. & Western	1942	8,174	9,440	17,614	3.7	42,861	2,496	1,110	27.9	793	41.2	14,120	125	87.9
	1941	9,458	8,203	17,661	3.6	38,499	2,307	944	24.1	666	40.0	11,991	138	84.7
Erie	1942	13,594	21,183	34,777	2.2	48,660	2,868	1,211	26.6	993	55.9	15,517	96	86.8
	1941	14,258	18,475	32,733	2.8	47,119	2,756	1,147	25.6	919	52.9	13,224	101	77.5
Grand Trunk Western	1942	4,111	7,116	11,227	4.1	38,211	1,946	768	24.5	568	35.3	6,404	92	109.0
	1941	3,212	9,968	13,180	5.9	36,115	1,924	695	22.3	531	37.6	6,557	93	112.7
Lehigh Valley	1942	8,077	14,506	22,583	1.3	47,067	2,691	1,239	30.9	729	36.1	13,854	113	107.5
	1941	8,701	11,673	20,374	1.8	46,781	2,490	1,073	26.5	667	37.2	10,693	116	95.3
New York Central	1942	66,736	80,580	147,316	4.3	42,299	2,535	1,119	30.9	915	49.2	12,603	100	109.2
	1941	71,604	71,998	143,602	8.1	40,397	2,428	1,048	29.0	766	42.7	10,340	105	96.9
N. Y., Chicago & St. Louis	1942	5,032	13,005	18,037	1.8	41,168	2,345	992	27.6	1,439	81.7	16,121	92	170.1
	1941	5,330	10,937	16,267	2.4	42,529	2,303	921	24.4	1,177	72.7	11,207	93	135.3
Pere Marquette	1942	5,884	7,327	13,211	3.3	34,252	1,911	833	28.8	815	43.5	5,336	95	90.1
	1941	7,058	8,810	15,868	2.8	32,524	1,846	715	24.7	616	39.7	4,770	99	101.7
Pittsburgh & Lake Erie	1942	6,716	7,761	14,477	8.4	43,816	3,482	1,973	48.8	475	16.0	28,667	87	65.6
	1941	7,427	7,540	14,967	12.7	44,275	3,447	1,937	46.7	410	14.1	26,059	97	61.2
Wabash	1942	9,290	12,274	21,564	0.9	43,476	2,163	892	25.6	946	54.6	8,328	113	97.9
	1941	8,904	12,825	21,729	1.3	40,546	2,036	763	22.4	777	52.2	6,911	120	90.8
Central Eastern Region:														
Baltimore & Ohio	1942	45,415	48,485	93,900	2.6	30,170	2,377	1,112	32.9	913	44.3	13,321	146	97.5
	1941	45,710	35,334	81,044	4.0	30,229	2,274	1,059	31.9	766	37.5	9,998	152	76.6
Central of New Jersey†	1942	7,187	18,680	25,867	1.7	30,089	2,361	1,164	35.8	357	16.5	13,979	130	96.8
	1941	5,873	13,472	19,345	4.5	28,161	2,333	1,147	34.5	381	18.1	10,756	138	80.6
Chicago & Eastern Illinois	1942	2,726	2,864	5,590	2.3	30,800	1,699	762	28.8	808	42.2	4,998	137	85.5
	1941	2,515	3,793	6,308	5.1	31,817	1,778	775	27.3	802	43.9	5,399	132	77.0
Elgin, Joliet & Eastern	1942	8,885	7,264	16,149	3.3	17,409	2,165	1,101	39.6	317	13.1	13,613	134	95.4
	1941	8,890	6,862	15,752	4.3	16,681	2,154	1,060	39.1	281	12.5	11,972	125	95.8
Long Island	1942	57	4,236	4,293	0.4	6,369	846	334	29.4	79	5.0	915	319	47.5
	1941	89	4,234	4,323	0.3	6,394	867	339	29.5	81	5.1	861	322	50.1
Pennsylvania System	1942	151,155	103,273	254,428	4.0	35,098	2,647	1,190	31.6	681	35.6	17,401	123	102.2
	1941	168,178	72,687	240,865	13.0	37,044	2,653	1,183	30.3	580	30.7	13,995	120	81.1
Reading	1942	18,654	22,979	41,633	5.3	28,929	2,321	1,173	37.2	576	24.9	16,276	128	87.3
	1941	20,323	17,720	38,043	10.2	27,420	2,292	1,150	36.2	513	22.4	13,415	137	70.1
Pocahontas Region:														
Chesapeake & Ohio	1942	42,120	13,787	55,907	1.4	54,305	3,752	2,053	45.8	1,161	44.3	21,089	76	77.2
	1941	41,173	13,340	54,513	2.0	57,367	3,968	2,182	45.3	1,226	46.2	22,035	78	76.7
Norfolk & Western	1942	35,704	6,422	42,126	2.0	59,261	3,815	2,044	45.6	1,197	44.8	23,295	91	92.5
	1941	34,490	6,540	41,030	1.1	57,203	3,761	1,984	43.2	1,193	47.0	23,728	96	94.1
Southern Region:														
Atlantic Coast Line	1942	10,752	15,036	25,788	3.9	27,601	1,611	616	24.3	805	54.9	4,086	109	104.8
	1941	12,325	11,069	23,394	10.0	24,562	1,402	523	22.3	571	40.4	2,646	118	84.0
Central of Georgia†	1942	3,305	5,238	8,543	0.8	25,465	1,363	588	25.8	662	35.5	3,199	127	91.5
	1941	3,983	4,885	8,868	1.7	25,584	1,352	564	23.5	604	34.8	2,948	127	88.4
Gulf, Mobile & Ohio	1942	3,072	4,898	7,970	1.6	36,936	2,016	917	27.2	1,062	53.9	4,316	114	107.9
	1941	3,641	4,076	7,717	3.8	36,021	1,948	862	25.4	950	50.8	3,663	112	96.1
Illinois Central (incl. Y. & M. V.)	1942	27,713	24,587	52,300	1.2	38,065	2,317	1,025	30.4	1,105	59.1	9,032	121	90.1
	1941	24,783	19,124	43,907	2.9	33,935	2,064	881	28.2	919	52.1	6,207	135	69.4
Louisville & Nashville	1942	35,832	13,797	49,629	1.8	26,697	1,732	841	34.4	818	38.4	8,494	132	122.0
	1941	31,253	11,204	42,457	4.0	28,904	1,833	889	34.8	893	42.5	7,964	127	112.0
Seaboard Air Line*	1942	8,945	13,983	22,928	1.7	27,862	1,664	693	26.4	940	53.7	4,765	126	115.1
	1941	10,588	9,613	20,201	2.7	26,270	1,540	601	23.5	675	44.0	3,217	132	91.1
Southern	1942	19,212	25,771	44,983	3.5	23,578	1,414	617	27.0	867	48.2	6,040	150	104.4
	1941	22,942	24,136	47,078	7.5	23,388	1,394	586	24.9	682	40.4	4,901	150	93.3
Northwestern Region:														
Chicago & North Western†	1942	28,562	21,504	50,066	4.1	31,961	2,089	861	26.5	513	29.7	3,289	127	67.9
	1941	28,790	22,644	51,434	6.4	31,046	2,006	779	24.5	428	27.1	2,673	126	56.6
Chicago Great Western	1942	1,910	3,605	5,515	1.4	35,975	1,957	769	25.1	1,285	79.1	5,000	122	121.3
	1941	1,935	4,193	6,128	1.6	35,500	1,909	705	22.8	1,115	75.6	4,411	124	116.1
Chi., Milw., St. P. & Pac.†	1942	36,210	21,170	57,380	1.2	34,077	2,124	942	29.6	772	40.4	4,078	120	87.7
	1941	36,009	21,402	57,411	2.8	33,423	2,032	849	26.7	628	36.4	3,407	122	82.6
Chi., St. P., Minn. & Omaha	1942	1,926	6,754	8,680	3.1	22,367	1,626	692	27.9	634	34.8	3,194	118	67.6
	1941	2,078	5,948	8,026	5.5	20,610	1,511	590	23.5	502	31.4	2,499	118	60.8
Duluth, Mis. & Iron Range	1942	13,344	352	13,696	2.4	40,445	2,853	1,595	44.7	153	6.6	3,892	94	21.6
	1941	13,339	295	13,634	1.8	13,028	917	411	26.7	21	1.2	536	202	16.8
Great Northern	1942	29,494	16,366	45,860	2.0	39,394	2,441	1,070	30.2	874	45.2	4,780	104	79.0
	1941	30,834	10,215	41,049	5.5	35,378	2,188	864	25.8	627	38.5	3,266	113	63.9
Minneap., St. P. & S. St. M.†	1942	10,400	5,128	15,528	2.2	29,668	1,688	732	28.6	708	39.2	2,579	102	110.4
	1941	10,988	4,423	15,411	4.0	25,956	1,491	606	24.7	488	29.9	1,815	109	106.8
Northern Pacific	1942	25,000	9,411	34,411	4.2	40,609	2,615	1,147	30.4	960	47.3	4,977	131	78.5
	1941	26,054	6,382	32,436	6.4	37,465	2,226	963	25.9	668	36.6	3,430	136	63.4
Central Western Region:														
Alton	1942	1,124	7,010	8,134	3.0	39,937	1,716	680	26.2	793	46.8	6,564	143	147.6
	1941	1,156	6,166	7,322	4.4	35,847	1,505	581	24.8	582	37.3	4,579	141	106.2
Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1942	56,327	20,457	76,784	4.5	41,759	2,106	782	25.1	905	58.2	5,207	118	120.3
	1941	57,639	13,808	71,447	7.5	37,588	1,860	633	21.4	610	44.1	3,251	122	99.9
Chicago, Burl. & Quincy	1942	22,450	16,612	39,062	2.9	38,198	2,195	959	28.3	965	52.5	4,425	110	84.4
	1941	24,113	18,534	42,647	4.7	35,562	2,014	818	25.1	746	46.0	3,622	115	81.3
Chi., Rock I. & Pac.†	1942	15,632	14,999	30,631	3.4	33,776	1,771	689	25.1	1,028	65.2	3,940	117	102.2
	1941	16,207	13,653	29,860	3.7	32,222	1,642	595	22.2	778	56.7	2,917	118	82.4
Denver & Rio Gr. Western†	1942	9,754	3,931	13,685	3.0	32,991	1,959	908	30.4	843	39.5	4,691	171	89.7
	1941	10,582	3,199	13,781	2.8	31,797	1,892	838	28.1	585	30.3	3,133	157	71.3
Southern Pac.—Pac. Lines	1942	27,227	46,868	74,095	2.3	33,198	2,466	989	26.2	991	57.1	8,539	107	111.3
	1941	27,693	27,384	55,077	3.6	37,828	2,328	842	23.0	861	58.1	5,526	100	93.4
Union Pacific	1942	34,895	29,165	64,060	6.9	43,603	2,162	914	26.6	1,155	63.8	7,333	126	107.0
	1941	33,315	22,269	55,584	4.3	42,939	1,958	739	22.9	961	63.9	5,325	124	98.4
Southwestern Region:														
Mo.-Kansas-Texas Lines	1942	4,736	6,917	11,653	7.5	33,322	1,713	682	25.0	949	58.9	3,396	87	103.5
	1941	5,066	3,524	8,590	9.5	31,357	1,551	558	21.4	833	60.1	2,217	92	80.6
Missouri Pacific†	1942	14,597	24,982	39,579	1.5	37,650	2,125	898	28.7	1,090	60.0	6,340	114	112.2
	1941	14,752	22,501	37,253	2.6	36,393	1,986	786	25.6	863	53.0	4,419	121	91.5
Texas & Pacific	1942	2,426	5,368	7,794	2.1	41,611	2,151	792	24.3	1,085	70.9	4,689	94	69.5
	1941	2,899	4,344	7,243	2.5	42,040	2,085	727	21.8	894	65.0	3,544	89	52.0
St. Louis-San Francisco†	1942	11,742	7,818	19,560	3.1	31,578	1,554	645	27.3	960	55.7	3,921	125	99.7
	1941	13,358	7,269	20,627	2.4	30,159	1,484	597	25.8	747	45.8	3,239	128	88.0
St. Louis-San Fran. & Texas	1942	....	303	303	12.2	21,984	1,073	390	23.4	1,368	95.6	2,748	131	104.9
	1941	....	437	437	1.8	22,999	1,058	346	21.1	805	61.1	2,061	131	64.1
St. Louis Southw. Lines†	1942	1,781	5,665	7,446	1.3	35,300	2,119	880	25.6	1,811	105.0	8,705	84	134.9
	1941	1,958	3,528	5,486	1.3	38,525	1,865	701	21.9	1,360	92.7	4,719	88	97.5
Texas & New Orleans	1942	4,539	15,463	20,002	1.4	34,979	1,839	761	27.0	1,240	69.1	5,418	84	130.7
	1941	5,389	12,481	17,870	3.6	31,312	1,626	605	23.6	746	48.5	3,038	91	91.9

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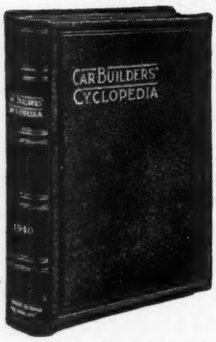

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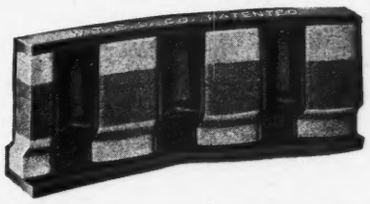

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